

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION): SLORTA operating with 5311 (SLORTA operating expenses with 5311 funds)	MPO Aprv: 05/05/2004
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 02 5311 6		
CTIPS ID: 213-0000-0057			
IMPLEMENTING AGENCY: San Luis Obispo Regional Transit		PRJ MGR: P. RODGERS	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (805) 781-5712	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project					
						Prog Con	Prog RW	PE			
3	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	1,237					
2	Official	12/03/2003	SHALL	Amendment - Cost/Scope/Sch. Change	7	1,258					
1	Official	03/05/2003	SHALL	Amendment - New Project	2	752					
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND TOTAL
• Fund Source 1 of 2				PE							
• Fund Type: FTA 5311 - Non Urbanized				RW							
• Funding Agency: San Luis Obispo Regional Transit				CON		376	242				618
				TOTAL		376	242				618
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND TOTAL
• Fund Source 2 of 2				PE							
• Fund Type: Local Transportation Funds				RW							
• Funding Agency: San Luis Obispo Regional Transit				CON		376	243				619
				TOTAL		376	243				619
Project Total				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND TOTAL
				PE							
				RW							
				CON		752	485				1,237
				TOTAL		752	485				1,237

Comments:

***** Version 3 - 04/08/2004 *****corrected 04 05 funding by increasing \$219,000 to \$242,000 for 5311 and match. Moved \$34,000 5311 (f) and match funding to MPO ID 02 53117.
***** Version 2 - 11/20/2003 *****added 04 05 funding for 5311 (\$219,000 5311 and \$219 local match) and 5311 (f) (\$34,000 5311 (f) and \$34,000 local match

Approved by SLOCOG Board 12/4/02 (agenda item A-1) - exchange \$376,325 in 5311 funds for TDA funds with SLORTA.

***** Version 1 - 03/10/2003 *****

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	SLORTA operating with 5311 (f) (SLORTA operating expenses with 5311 funds)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 02 5311 7		
CTIPS ID: 213-0000-0059			
IMPLEMENTING AGENCY: San Luis Obispo Regional Transit		PRJ MGR: P. RODGERS	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE:	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project	Prog Con	Prog RW	PE
2	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	108			
1	Official	03/05/2003	SHALL	Amendment	2	40			

	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 2	PE								
• Fund Type: FTA 5311 - Non Urbanized	RW								
• Funding Agency: N/A	CON	20	34						54
	TOTAL	20	34						54
• Fund Source 2 of 2	PE								
• Fund Type: Local Transportation Funds	RW								
• Funding Agency: San Luis Obispo Regional Transit	CON	20	34						54
	TOTAL	20	34						54
Project Total	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
	PE								
	RW								
	CON	40	68						108
	TOTAL	40	68						108

Comments:

***** Version 2 - 04/08/2004 *****Brought in \$34,155 5311 (f) and local match funding to this project from MPO ID 02 5311 6.

Approved by SLOCOG Board 3/5/03 (agenda item A-2) - integrate \$19,815 in operating expenses with 5311 funds for 02 03 fy.

***** Version 1 - 03/10/2003 *****

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Local Highway System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	Moonstone Beach Boardwalk Rec Trail (Moonstone Beach Boardwalk Recreational Trail)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 03RECTRAI		
CTIPS ID: 213-0000-0060			
IMPLEMENTING AGENCY: Calif. Department of Parks and Recreation		PRJ MGR: RICHARD MURPHY	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (805) 781-5754	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project						
						Prog Con	Prog RW	PE				
2	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	399						
1	Official	06/04/2003	SHALL	Amendment - New Project	4	264						
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 5			PE									
• Fund Type: Recreational Trails Program			RW									
• Funding Agency: N/A			CON			135						135
			TOTAL			135						135
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 5			PE									
• Fund Type: Private Funds			RW									
• Funding Agency: N/A			CON			7						7
			TOTAL			7						7
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 3 of 5			PE									
• Fund Type: State EEM			RW									
• Funding Agency: N/A			CON			202						202
			TOTAL			202						202
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 4 of 5			PE									
• Fund Type: State Park Funds			RW									
• Funding Agency: N/A			CON			15						15
			TOTAL			15						15
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 5 of 5			PE									
• Fund Type: Private Funds			RW									
• Funding Agency: N/A			CON			40						40
			TOTAL			40						40
Project Total				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
			PE									
			RW									
			CON			399						399
			TOTAL			399						399

Comments:

***** Version 2 - 03/30/2004 *****Corrected funding - \$202 EEM, \$135 Fed Rec Trails, \$40 Friends of Hearst Ranch (private), \$7 Monterey Bay Marine Sanctuary (private), and \$15 State Parks.
***** Version 1 - 05/14/2003 *****Per letter dated 3/21/03 from FHWA, this is a FY 2003 Recreational Trails Program project for inclusion in the FTIP.

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Local Highway System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	Bridge No 49C0151, San Luis Bay Dr (San Luis Bay Dr., over San Luis Obispo Creek, Avila Rd - replace and widen bridge adding a left turn lane)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: HBRRSLBAY		
CTIPS ID: 213-0000-0069			
IMPLEMENTING AGENCY: San Luis Obispo County	PRJ MGR: RAY UDER	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE: (805) 781-5252		

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project					
						Prog Con	Prog RW	PE			
3	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	3,370	175	635			
2	Official	10/08/2003	SHALL	Amendment - Cost/Scope/Sch. Change	6	3,270	175	635			
1	Official	06/04/2003	SHALL	Amendment - Other (Explain ==>)	4	769	35	344			
			PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 3			PE	508							508
• Fund Type: Bridge-Local (HBRR)			RW	140							140
• Funding Agency: N/A			CON		2,616						2,616
			TOTAL	648	2,616						3,264
			PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 3			PE	127							127
• Fund Type: County Funds			RW	35							35
• Funding Agency: N/A			CON		654						654
			TOTAL	162	654						816
			PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 3 of 3			PE								
• Fund Type: Demonstration - TEA21			RW								
• Funding Agency: N/A			CON		100						100
			TOTAL		100						100
Project Total			PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
			PE	635							635
			RW	175							175
			CON		3,370						3,370
			TOTAL	810	3,370						4,180

Comments:

***** Version 3 - 04/06/2004 *****Add the \$100k in Federal Demo funds (an SHA exchange with Olde Town Nipomo)
 ***** Version 2 - 09/15/2003 *****increase funding to cover cost of project
 ***** Version 1 - 05/15/2003 *****per J. Smida, break this project out of HBRR lump sum projects.

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	JARC Reverse Commute (JARC Reverse Commute - RTA to Santa Maria reverse commute services and Rideshare support marketing)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: JARC		
CTIPS ID: 213-0000-0096			
IMPLEMENTING AGENCY: San Luis Obispo Regional Transit		PRJ MGR: ELIANE GUILLOT	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (805) 781-5711	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project						
						Prog Con	Prog RW	PE				
1	Official	05/05/2004	SHALL	Amendment - New Project	8	50						
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 5			PE									
• Fund Type: FTA3037 Job Access and Reverse Commute			RW									
• Funding Agency: N/A			CON			25						25
			TOTAL			25						25
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 5			PE									
• Fund Type: TDA			RW									
• Funding Agency: San Luis Obispo Regional Transit			CON			18						18
			TOTAL			18						18
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 3 of 5			PE									
• Fund Type: City Funds			RW									
• Funding Agency: Various Agencies			CON			3						3
			TOTAL			3						3
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 4 of 5			PE									
• Fund Type: County Funds			RW									
• Funding Agency: N/A			CON			3						3
			TOTAL			3						3
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 5 of 5			PE									
• Fund Type: Private Funds			RW									
• Funding Agency: N/A			CON			1						1
			TOTAL			1						1
Project Total				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
			PE									
			RW									
			CON			50						50
			TOTAL			50						50

Comments:

***** Version 1 - 03/31/2004 *****FTA operating assistance toward the RTA Santa Maria reverse commute services and Rideshare support marketing - part of the same project. \$25k JARC, \$18k RTA, \$3k SMAT (City of Santa Maria), \$3k Santa Barb. Co., \$1k Allan Hancock College

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

State Highway System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	Hearst Ranch Enhancement (Hearst Ranch Enhancement - Property located on the west side of Route 1 adjacent to the Pacific Ocean within Hearst Ranch)	State Aprv: / /
PPNO: 1810	KP:		Federal Aprv: / /
EA: 0L4901	MPO ID:		
CTIPS ID: 213-0000-0097			
IMPLEMENTING AGENCY: Caltrans	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE:		

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version Status Official Date Updated By Change Reason

Amend No.

Dollars in Thousands - Total For Project

Prog Con

Prog RW

PE

1	Official	05/05/2004	SHALL	Amendment - New Project	8	25,980						
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
				PE								
				RW		23,000						23,000
				CON								
				TOTAL		23,000						23,000
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
				PE								
				RW		2,980						2,980
				CON								
				TOTAL		2,980						2,980
				PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
				PE								
				RW		25,980						25,980
				CON								
				TOTAL		25,980						25,980

Comments:

***** Version 1 - 04/14/2004 *****Scheduled for approval by the CTC in May 2004



"Sue Hall"
<SHALL@SLOCOG.org>
>

05/12/2004 09:53 AM

To: "Abhijit Bagde (E-mail)" <Abhijit_Bagde@dot.ca.gov>, "Sandra Balmir (E-mail)" <sandra.balmir@fhwa.dot.gov>, "Jerome Wiggins (E-mail)" <Jerome.Wiggins@fta.dot.gov>, "Nancy Wickersham (E-mail)" <Nancy_Wickersham@dot.ca.gov>

cc:

Subject: FTIP Amendment No. 8

Dear Colleagues:

This FTIP amendment includes a very time sensitive project, the Hearst Ranch Enhancement Project (MPO ID# TE 03 04 6). The SLOCOG action is contingent upon the California Transportation Commission taking action May 13th to amend the 2002 State Transportation Improvement Program to include federal transportation enhancement funding for this project.

I would like to request your agency process SLOCOG's FTIP amendment as expeditiously as possible, consistent with all relevant rules and procedures. This will provide the applicant seeking these funds, the California Department of Transportation (Caltrans), authorization to proceed with appraisals and negotiations. One of the time constraints for this project includes an option to purchase a conservation easement from the American Land Conservancy that expires on May 30th. Without federal authorization to proceed, Caltrans runs the risk of losing a historic opportunity to purchase a scenic conservation easement encompassing eighteen miles of coastline along the San Luis Obispo North Coast Byway (All American Road).

The importance of this project to the citizens of California and to this Country cannot be overstated. Thank you in advance for your willingness to ensure your role in the review and approval of the SLOCOG's FTIP amendment is done timely and efficiently. If you have any questions about SLOCOG's amendment, please contact me immediately at 805.781.4255 or Pete Rodgers at 805.781.5712.

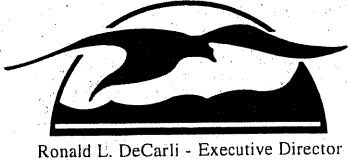
Thank you.

Sue Hall



email amendment 8.dc

San Luis Obispo Council of Governments



Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Freeways and Expressways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

May 11, 2004

✓ Abhijit Bagde
Division of Transportation Programming
P.O. Box 942874
Sacramento, CA 94274-0001

Sandra Balmir
FHWA
888 S. Figueroa, No. 1850
Los Angeles, CA 90017-5467

Mark Brucker
USEPA
75 Hawthorne Street
San Francisco, CA 94105

Nancy Wickersham
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

Jerome Wiggins
FTA
201 Mission Street, Suite 2210
San Francisco, CA 94105

Dear Colleagues:

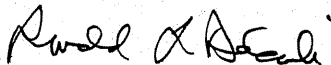
The San Luis Obispo Council of Governments (SLOCOG) Board adopted Administrative Amendment No. 8 to the 2002 Federal Transportation Improvement Program (FTIP) May 5, 2004.

This correspondence includes the Authorizing Resolution, the Financial Constraint Analysis, the public hearing legal notification, Amendment No. 8, the staff report, an addendum, and an addendum No. 2. The FTIP Amendment No. 8 is available on the California Transportation Improvement Program System (CTIPS). If you would like to receive a hard copy of the entire FTIP with Amendment No. 8, please call or email Sue Hall (phone 805-781-4255, email shall@slocog.org).

The San Luis Obispo Council of Governments (SLOCOG) Amendment No. 8 to the 2002 FTIP is financially constrained. It forms the financially constrained blueprint for transportation development through the use of federal funds.

If you have any questions regarding this document, please feel free to call Pete Rodgers at 805-781-5712 or Richard Murphy at 805-781-5754.

Sincerely,



Ronald L. De Carli
Executive Director

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

RESOLUTION NO. 04-05

**ADOPTING AMENDMENT NO. 8 TO THE
2002 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

The following Resolution is now offered and read:

WHEREAS, the San Luis Obispo Council of Governments (SLOCOG) is the Metropolitan Planning Organization (MPO) for the San Luis Obispo region; and

WHEREAS, Section 134(h)(1) of the Transportation Equity Act of the 21st Century (TE 21) requires that the MPO adopt a Transportation Improvement Program (TIP) for the area for which the MPO is designated in cooperation with State and local agencies including local transit operators; and

WHEREAS, a public hearing notice was advertised in a local newspaper; and

WHEREAS, the amendment was made available, members of the public were given a reasonable opportunity to review the amendment, and a public hearing was held to present the amendment and take testimony from the public; and

WHEREAS, the proposed amendment was reviewed by the Citizens Transportation Advisory Committee (CTAC), which includes citizen representatives appointed by member agencies and at-large appointees appointed by the SLOCOG Board, and the Technical Transportation Advisory Committee (TTAC), which includes technical and planning representatives from participating agencies; and

WHEREAS, the projects included in the program are consistent with the adopted Regional Transportation Plan (RTP) and are financially constrained (exhibit 1); and

WHEREAS, the Caltrans proposed scenic easement for the Hearst Ranch Enhancement Project (#TE 03-04 06) will not preclude public coastal access, including the California Coastal Trail.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments does hereby adopt Amendment No. 8 to the 2002 FTIP amending the projects into the FTIP as shown below:

Regionally Programmed Projects

NO.	MPO ID	PROJECT TITLE	CHANGE
1	02 5311 6	Regional Transit Authority "operations" (FTA Section 5311 "formula" funding)	Increase funding and match from \$219,000 to \$242,000 and move \$34,000 to 5311 (f) project
2	02 6311 7	Regional Transit Authority "operations" (FTA Section 5311(f) "discretionary" funding)	Shift FY 03/04 funding and match by \$34,000 in 5311 (f)
3	JARC	JARC (Job Access Reverse Commute) RTA Transit "operations"	Add \$25,000 of JARC and local match funding
4	HBRRSLBAY	Bridge No. 49C0151, San Luis Bay Dr., Avila Valley	Add \$100,000 in Federal Demonstration funding that was exchanged for State Highway Account (SHA) funds with the Olde Town Nipomo project

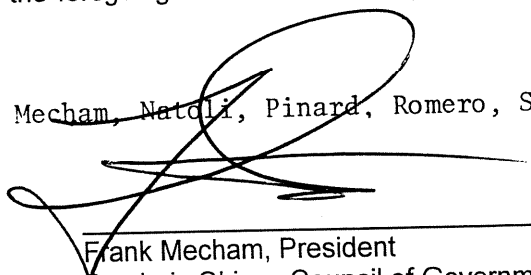
State Programmed Projects

NO.	MPO ID	PROJECT TITLE	CHANGE
1	03RECTRAI	Moonstone Beach Boardwalk Recreational Trail, Cambria	Increase and correct funding categories and matches for a total project cost of \$399,000
2	TE 03 04 6	Hearst Ranch Enhancement (See attached draft May CTC agenda item for more information)	Add project with Transportation Enhancement (TE) \$23,000,000 and private match of \$2,980,000

BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments conditionally integrates project # TE 03 04 6, The Hearst Ranch Enhancement Project, into Amendment #8 of the 2002 FTIP subject to an affirmative action by the California Transportation Commission.

On motion by Board Member Bianchi, seconded by Board Member Elliott, and on the following roll call vote, the foregoing resolution is hereby adopted this 5th day of May 2004.

AYES: Achadjian, Bianchi, Elliott, Ferrara, Meham, Natoli, Pinard, Romero, Scalise, and Shoals.
NOES: None.
ABSENT: Ovitt and Ryan.
ABSTAIN: None.

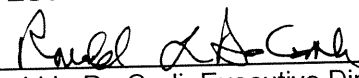


Frank Meham, President
San Luis Obispo Council of Governments

5/5/04

Date

ATTEST:



Ronald L. De Carli, Executive Director
San Luis Obispo Council of Governments

APPROVED AS TO FORM AND LEGAL EFFECT:

By: 

Jac Crawford, Legal Counsel

Date: 5/4/04

THE Newspaper of the Central Coast TRIBUNE

3825 South Higuera • Post Office Box 112 • San Luis Obispo, California 93406-0112 • (805) 781-7800

In The Superior Court of The State of California
In and for the County of San Luis Obispo
AFFIDAVIT OF PUBLICATION

AD # 5981899
SLO COUNCIL OF GOVERNMENT

STATE OF CALIFORNIA,

ss.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates, to-wit APRIL 3, 2004 that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Danielle Horn-Brown
(Signature of Principal Clerk)

DATED: APRIL 3, 2004
AD COST: \$32.16

PUBLIC HEARING NOTICE

The San Luis Obispo Council of Governments (SLOCOG) will hold a Public Hearing to receive public testimony on an amendment to the Federal Transportation Improvement Program (FTIP); including \$22,000 for rural transit operating assistance in Federal Section 5311 funds, \$25,000 in Jobs Access funding, \$23 million for the purchase of right-of-way/scenic acquisition (Hearst Ranch) in state-sponsored Transportation Enhancement funding, \$100,000 for San Luis Bay Drive Bridge in Federal High Priority funds. Refer to www.slocog.org for the meeting agenda and further information. The hearing will be held Wednesday, May 5, 2004, starting at 8:30 a.m. in the County Board of Supervisors Chambers, County Government Center, San Luis Obispo, California. For more information, contact Sue Hall at 781-4255, or write to SLOCOG, 1150 Osos St., #202, San Luis Obispo, CA 93401.

April 3, 2004

5981899

4/8/04
SH
EG
DB
PB

DOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,

TIMES PRESS RECORDER

SAN LUIS OBISPO COUNCIL OF GOVER
1150 OSOS ST. STE 202
SAN LUIS OBISPO CA 93401

REFERENCE: 108275

164062 PUBLIC HEARING

I AM THE PRINCIPAL CLERK OF THE PRINTER OF THE
TIMES-PRESS-RECORDER, A NEWSPAPER OF GENERAL
CIRCULATION, PRINTED AND PUBLISHED IN THE CITY OF
ARROYO GRANDE, COUNTY OF SAN LUIS OBISPO,
CALIFORNIA AND WHICH NEWSPAPER HAS BEEN ADJUDGED A
NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR
COURT IN THE COUNTY OF SAN LUIS OBISPO, STATE OF
CALIFORNIA, CASE NUMBER 18811.

**PUBLIC HEARING
NOTICE**

The San Luis Obispo
Council of Governments
(SLOCOG) will hold a
Public Hearing to receive
public testimony on an
amendment to the Federal
Transportation
Improvement Program
(FTIP); including \$22,000
for rural transit operating
assistance in Federal
Section 5311 funds,
\$25,000 in Jobs Access
funding, \$23 million for the
purchase of right-of-
way/scenic acquisition
(Hearst Ranch) in state-
sponsored Transportation
Enhancement funding,
\$100,000 for San Luis Bay
Drive Bridge in federal
High Priority funds. Refer
to www.slocog.org for the
meeting agenda and
further information. The
hearing will be held
Wednesday, May 5, 2004,
starting at 8:30 a.m. in the
County Board of
Supervisors Chambers,
County Government
Center, San Luis Obispo,
California. For more
information, contact Sue
Hall at 781-4255, or write
to SLOCOG, 1150 Osos
St., #202, San Luis
Obispo, CA 93401.
Legal No. 164062 Pub.
April 2, 2004

THAT THE NOTICE OF WHICH THE ANNEXED IS A PRINTED
COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS
BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF
SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEROF ON
THE FOLLOWING DATES, TO WIT:

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY
THAT THE FOREGOING IS TRUE AND CORRECT.

PUBLISHED ON: 04/02

TOTAL COST: 18.90
DUE ON: 04/05/04

C: SH ✓
DB ✓
PB ✓
EG ✓

4/6/04

APR - 6 2004

DATED AT SANTA MARIA, CA, THIS 5 DAY OF April, 2004

SIGNATURE: *Elizabeth Burroughs*

San Luis Obispo Council of Governments



Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Expressways and Freeways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

Ronald De Carli, Executive Director

May 14, 2004

Sandra Balmir
Transportation Planner
Federal Highway Administration
888 South Figueroa Street, Ste. 1850
Los Angeles, CA 90017-5467

Re: Clarifications on the 2002 Federal Transportation Improvement Program (FTIP)

Dear M. Balmir:

The purpose of this letter is to follow up on the conversation you had today with my staff and transmit to you some additional information. The attachments provide the following information:

Attachment #1 – “Source of Local funding for Hearst Project” This excerpt from the CTC staff report for their May 13th meeting explains the source of the local match for the Hearst Ranch project. It shows that it will be a land donation.

Attachment #2 – “Caltrans 2004 ITIP project listing for San Luis Obispo County” (TE and non-TE). This attachment confirms that ITIP funding in SLO County is consistent with the funding available (\$771K in 04/05). It also is the source of information for the State Transportation Enhancement funds.

Attachment #3 – “Technical Corrections to Summary Table for RIP in FY 03 /04” This attachment demonstrates the “Revised Estimated Funds” column for FY 03 /04 for RIP funds matches the specific project listings of allocated funds in Table 2 (2004 STIP RIP Funded Project Inventory)

If you should have any questions, please do not hesitate to contact Peter Rodgers or Richard Murphy on my staff at (805) 781-5712.

Sincerely,

Ronald L. De Carli
Executive Director

C : Jim Nicholas, Chief, Caltrans Transportation Programming

Attachments

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 12-13, 2004

Reference No.: 2.1a.(3)
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Jim Nicholas
Division Chief
Transportation Programming

Ref: **STIP AMENDMENT 02S-128**

The Department of Transportation (Department) is requesting the California Transportation Commission (Commission) approve this State Transportation Improvement Program (STIP) amendment. This amendment was noticed at the April 2004 Commission meeting.

Action Update: This Action has been revised from the Notice. The description of property was modified to clarify the project.

The Department requests the Commission approve this amendment to program the Hearst Ranch Transportation Enhancement (TE) project (PPNO 1810) into the 2002 STIP for \$23,000,000 of Interregional Improvement Program (IIP) funds for Right of Way in FY 2003-04. The project is for purchase of an approximately 18 mile long scenic easement near San Simeon, consisting of property from the westerly edge of the existing Route 1 to the Mean High Tide. The Hearst Corporation will donate additional land between the Mean High Tide and the westerly edge of existing Route 1 to provide the soft match required for the TE project.

RECOMMENDATION:

The Department recommends that the item be approved.

BACKGROUND:

This is a TE project that will provide property rights acquisition for a scenic easement within the Hearst Ranch in San Simeon, California located in San Luis Obispo County. The property is located on the west side of All American Roadway/Scenic Route 1, directly adjacent to the Pacific Ocean, extending approximately 18 miles between Pico Creek and Ragged Point. Land use within the scenic easement will be limited to open space, allowing passive recreation and scenic viewshed protection consistent with the scenic designation. The Hearst Corporation will donate additional land with a minimum value of \$2,980,000 as a soft match required for the TE funds. The additional donated land will also be located between the Mean High Tide and the westerly edge of Route 1.

Contingent on approval of this STIP amendment, the Commission will be requested to approve an allocation request, under item 2.5b(7). It is recommended that the allocation be conditionally approved, but funds not transferred until approval of an amendment adding the project to the Federal State Transportation Improvement Program (FSTIP). On May 5, 2004, the San Luis Obispo Council of Governments (SLOCOG) is scheduled to approve an amendment to their Federal Transportation Improvement Program for inclusion of the Hearst Project. The SLOCOG amendment will be conditioned on the Commission's approval of this STIP amendment. Following Commission approval of the STIP amendment, the SLOCOG amendment will be forwarded to the Federal Highway Administration and the Federal Transit Authority for approval and inclusion into the FSTIP. It is anticipated that it may take an additional two to four months to secure approval of the FSTIP amendment; therefore, it is recommended that the Commission require an update at each subsequent Commission meeting until these actions are complete.

RESOLUTION:

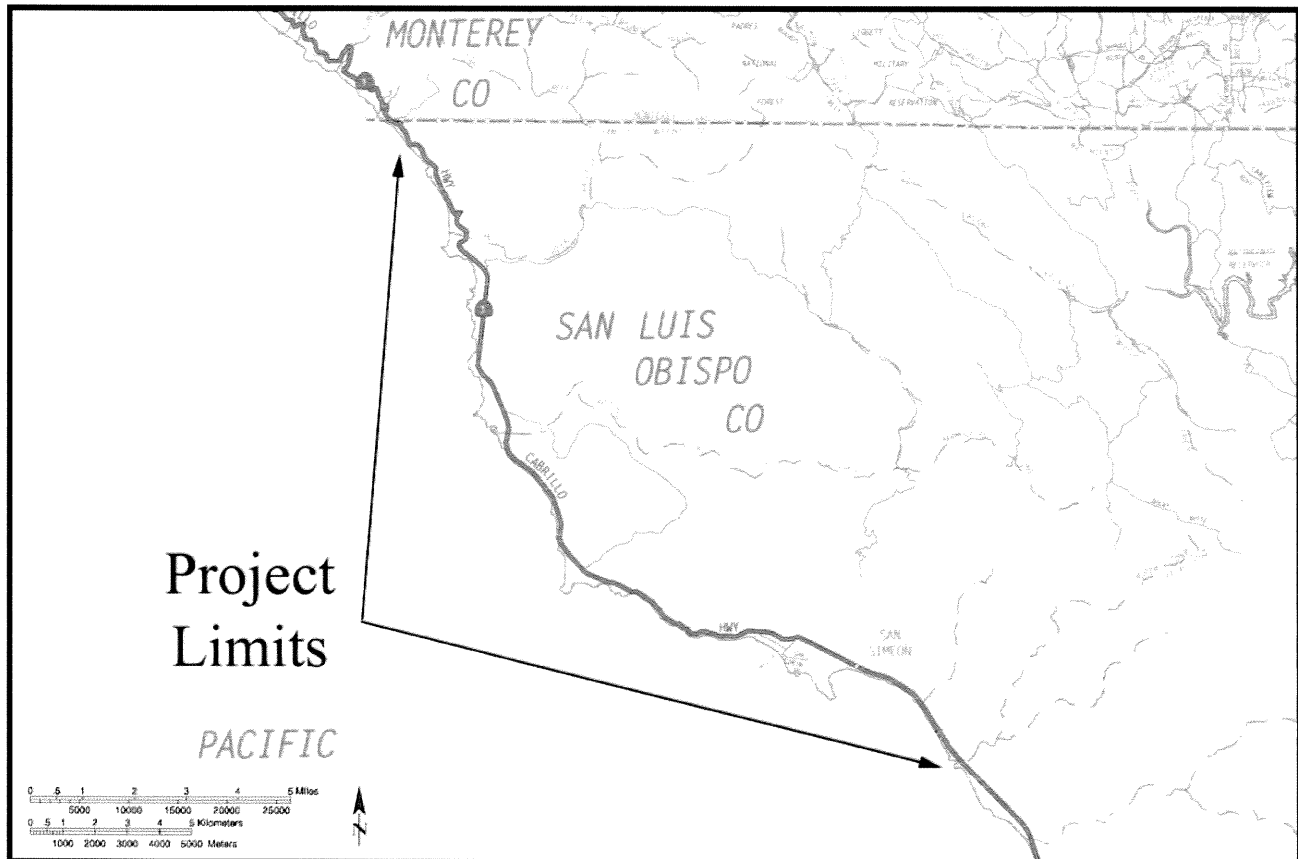
Resolved, that the California Transportation Commission (Commission) revise the 2002 State Transportation Improvement Program (STIP) at the end of the 30-day notice period as follows:

Adds:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Luis Obispo	5	1810	--	CO	--	55	73	1					
Implementing Agency: (by component)	PA&ED				PS&E								
	R/W	Caltrans			CON								
RTPA/CTC:	San Luis Obispo County Council of Governments												
Project Title:	Hearst Ranch Transportation Enhancement												
Location	Property located on the west side of Route 1 adjacent to the Pacific Ocean within Hearst Ranch.												
Description:	Property rights acquisition												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	02/03	03/04	04/05	05/06	06/07	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	0			0				0					
Change	23,000			23,000				23,000					
Proposed	23,000			23,000				23,000					
Local Funds													
Existing	0			0				0					
Change	2,980			2,980				2,980					
Proposed	2,980			2,980				2,980					
Total													
Existing	0			0				0					
Change	25,980			25,980				25,980					
Proposed	25,980			25,980				25,980					

STIP AMENDMENT 02S-128

Location Map

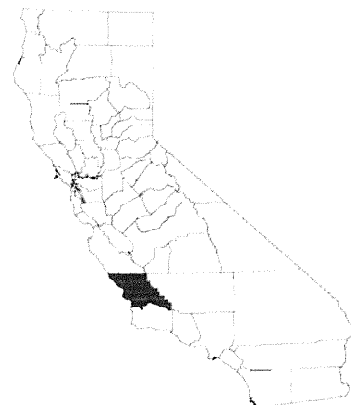


05-San Luis Obispo

PPNO 1810

Location: On the west side of Route 1, adjacent to the Pacific Ocean within Hearst Ranch.

Description: Property rights acquisition.



TAB 49 (ITEM 2.1a (3))

THE ATTACHED TWO FORM LETTERS WERE RECEIVED BY EMAIL TO THE COMMISSION RELATING TO THE HEARST RANCH ACQUISITION.

DURING APRIL APPROXIMATELY 49 EMAILS WERE RECEIVED, AND DURING MAY APPROXIMATELY 66 EMAILS WERE RECEIVED REGARDING THE ABOVE REFERENCED ITEM AND THE RELATED ALLOCATION (TAB 50, ITEM 2.5b.(7)). SEE THE RELATED ALLOCATION ITEM FOR AN ADDITIONAL TWO LETTERS RECEIVED BY FIRST CLASS MAIL.

text: -

Mr. Bob Balgenorth, Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Subject: Support for \$23 million Caltrans Grant for Highway 1 and Hearst Ranch

Dear Mr. Balgenorth and Board members

I want to express my support for Caltrans request for \$23 million of Transportation Enhancement Activity (TEA) funding for scenic easement acquisition of a large portion of the Hearst Ranch area along State Scenic Highway 1 (Item 2.1b(3)).

This funding is not only an opportunity for the State to plan and preserve Highway 1 from erosion from the Pacific Ocean for many years to come. It is also a key part of larger conservation effort to preserve the 82,000-acre Hearst Ranch spearheaded by the American Land Conservancy (ALC).

The approval of this grant will provide a major portion of the funding for the Hearst Ranch Conservation Project. When this project is completed it will protect 18-miles of scenic coastline, preserve ecological, scenic, and agricultural resources of the Hearst Ranch in perpetuity.

The American Land Conservancy and the Hearst Corporation have been working hard with the State of California, local community members and the general public to make this project a success. Please join us by approving the \$23 million grant for the project.

Sincerely,

~~-Your Name Here-~~
~~-Street Address-~~
~~-City, State Zip-~~

cc: Governor Schwarzenegger,
Assemblyman Abel Maldonado
Senator Bruce McPherson
Senator Mike Machado
Senator Kevin Murray,
Senator Sheila Kuehl
Assemblymember Jenny Oropeza
Resources Secretary Office

submit: Send E-mail

text: -

Mr. Ronald DeCarli, Executive Director
San Luis Obispo Council of Governments
1150 Osos St. Ste 202
San Luis Obispo, CA. 93401

Subject: Support for Transportation Enhancement Funding for Highway 1 and Hearst Ranch

Dear Mr. DeCarli:

I am writing to urge SLOCOG to take the necessary action to secure Federal Transportation Enhancement funding for the Hearst Ranch conservation project. The \$23 million available through Caltrans is crucial to the success of this important project.

With our state in financial crisis, we cannot afford to lose the funding that will secure 18 miles of incomparable coastline. Your Board's action on May 5 is an essential step in the process that includes a later hearing before the California Transportation Commission. Preservation of the Hearst Ranch project is the most important conservation project in this state and is supported by the vast majority of residents. I hope your Board will do its part to seize this opportunity.

Thank you for your consideration.

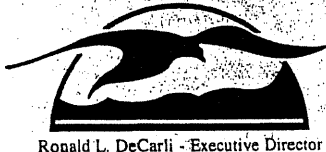
Sincerely,

-Your Name Here-
-Street Address-
-City, State Zip-

cc: Frank Meecham, President
Harry Ovitt (1st District),
Shirley Bianchi (2nd District),
Peg Pinard (3rd District),
Katcho Achadjian (4th District),
Mike Ryan (5th District),
John Shoals (Grover Beach),
Dave Elliott (Morro Bay),
Tony Ferrara (Arroyo Grande),
Rudy Natoli (Pismo Beach),
Wendy Scalise (Atascadero.),
Ken Schwartz (San Luis Obispo)
California Transportation Commission (CTC)
Resources Secretary Office

submit: Send E-mail

San Luis Obispo Council of Governments



Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate

Service Authority for Freeways and Expressways

REC'D BY CTD
APR 26 2004

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

April 22, 2004

Mr. Mike Chrisman
Secretary for Resources, Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Subject: Public Disclosure of Conservation Details Pertaining to the Hearst Ranch Acquisition

Dear Secretary Chrisman:

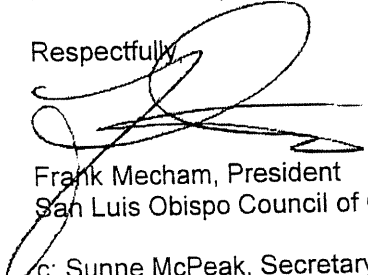
As President of the San Luis Obispo Council of Governments (SLOCOG), I'm writing to convey our role in the programming action of \$23,000,000 of federal Transportation Enhancement (TE) funds scheduled before the California Transportation Commission (CTC) on May 13th for the purchase of a scenic easement west of Highway 1 in north San Luis Obispo County. On May 5th, SLOCOG in a federally required public hearing will consider amending the Federal Transportation Improvement Program (FTIP) in advance of the CTC action to include the scenic view-shed acquisition proposal. For the larger conservation agreement to move forward, we view this historic action as a way to secure that opportunity.

We recognize a number of state departments within the Resources Agency and the Business, Transportation, Housing Agency are diligently working to complete a conservation agreement that would protect the entire 82,000 acre ranch and that these details may not be available prior to the SLOCOG May 5th meeting. The public at large has many questions regarding the details of these conservation agreements and we expect a number of them will be raised at our meeting on May 5th. As you note in your letter to the CTC public input is critical prior to the expenditure of public funds.

As we prepare to include these funds in our FTIP **we request the Resources Agency place a priority to complete the Memorandum of Understanding (MOU) that spells out safeguards to assure public access west of Highway 1, identifies the public participation opportunities, and defines the relationship between the TE grant and the entire project. We strongly urge you to provide the details of this MOU and the time-line identifying opportunities for public input into the on-going decision making process.**

We appreciate your commitment to provide this information and request a high-level Resource Agency representative directly participate at our May 5th meeting to address questions from our Board. Thank you again for all the dedicated work effort to date on this matter. If you have any questions please call Ronald De Carli, our Executive Director at (805) 781-4219.

Respectfully,


Frank Mecham, President
San Luis Obispo Council of Governments

c: Sunne McPeak, Secretary for Business, Housing, and Transportation
Harriett Burgess, President American Land Conservancy
Gregg Albright, Caltrans District 5 Director
Diane Eidam, Executive Director, California Transportation Commission

NORTH
COAST
ALLIANCE

April 13, 2004

REC'D BY CTC

APR 20 2004

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

P.O. Box 762
Cambria, CA
93428

Dear Governor Schwarzenegger

The North Coast Alliance (NCA) is an organization dedicated to the preservation and enhancement of the natural resources (historical, cultural, ecological, agricultural, scenic, marine, biological, etc.) of the central coast of California. NCA was formed in 1997 to encourage the California Coastal Commission (CCC) to reject the San Luis Obispo County North Coast Area Plan which was badly flawed, especially regarding construction of a major destination resort by the Hearst Corporation at the extraordinarily beautiful San Simeon Point on Hearst Ranch. At a January 15, 1998 meeting of the CCC in San Luis Obispo, the Commissioners unanimously rejected the Plan, and that treasured area was saved, at least temporarily.

Since that time much has changed, especially in the Hearst organization wherein Mr. Stephen Hearst has become Vice President and General Manager of the Sunical Division. Just over one year ago the American Land Conservancy (ALC) secured an option agreement with Hearst allowing the parties one year to reach an accord on terms of a conservation transaction and secure funding to close the deal. ALC and Hearst have completed substantive negotiations and a conservation easement document covering the entire Ranch is being finalized. The agreement provides that the only development which MIGHT be allowed would be a low-profile inn not exceeding 100 rooms, and reservation of home sites for each of the 27 Hearst heirs in an area subject to strict views shed and habitat protection criteria.

The agreed upon price is well below market value, and relatively inexpensive on a per-acre basis. The difference between the agreed price (a combination of cash and state tax credits) and market value, is a large charitable contribution by Hearst.

With the recent news that Caltrans plans to use \$23 million in federal and state transportation funds for work on the Hwy 1 area of the Ranch, \$23 million less in state bond money (Prop. 40 funds) would be required to bring the ALC/Hearst project to fruition. Execution of the plan is a win-win situation for all parties involved. This opportunity may never occur again, so it is imperative that state and federal officials immediately get behind this project AND MAKE IT HAPPEN! NCA urges you to use your leadership in working to save this important and valuable property for the enjoyment of this and all future generations.

Sincerely,
William G. Allen, President

North Coast Alliance

c: Bob Balgenorth, Chairman, California Transportation Commission
Abel Maldonado, Assemblyman
Bruce McPherson, State Senator
Mike Machado, State Senator
Kevin Murray, State Senator
Sheila Kuehl, State Senator
Sec member, Assembly member
Resources Secretary Office
Lois Capps, U.S. Representative
Bill thomas, U.S. Representative
Diane Feinstein, U.S. Senator
Barbara Boxer, U.S. Senator
The Panetta Institute

Caltrans 2004 TIP (Non TE) - San Luis Obispo County Only

SANTA MARIA RIVER BRIDGE WIDENING (part 1 of 2)																		
CO	RTE	PPNO	Project	Notes	Other Funding	Totals By Fiscal Year (Inc. GF Support)					Totals by Component (Inc. GF Support)							
						Prior	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&E	RW Sup	Con Eng	
SLO	41	452	Cottonwood Truck Climbing Lane		RIP	364	0	3,930	0	0	0	0	3,430	364	0	0	0	500
SLO	46	227	Route 46 Corridor Improvements (WYE)															
SLO	46	461	Rte 46 Corridor - PAED Only	Delete - Administrative Revision	RIP	6,900	0	0	0	0	0	0	0	6,900	0	0	0	0
SLO	46	462	Rte 46 Corridor Improvements (Union - Segment 1)	New Project - Administrative revision	RIP - Demo	1,100	0	0	20,700	0	0	0	19,700	0	900	200	1,000	700
SLO	46	463	Rte 46 Corridor Improvements (Whitley - Segment 1)	New Project - Administrative revision	RIP	2,600	0	0	0	15,300	0	1,700	14,600	0	700	200	700	700
SLO	46	464	Rte 46 Corridor Improvements (Whitley - Segment 2)	New Project - Administrative revision	RIP	5,000	0	0	0	700	0	4,100	0	0	700	200	700	700
SLO	46	650	Rte 46 Corridor Improvements (Antelope)	Delete - Administrative Revision	RIP													
SLO	46	0226A	Route 46 Corridor Improvements (Shandon)	Delete - Administrative Revision	RIP													
SLO	101	4,856	SLO Operational Improvements - 7 locations	Support only.	RIP	554	711	0	0	0	0	140	0	554	532	39	0	0
SLO	101	A4459	Santa Maria River Bridge Widening (part 1 of 2)	Support only.	RIP	710	0	0	0	0	0	0	0	710	0	0	0	0

This information was provided by the Department of Transportation. See web site <http://www.dot.ca.gov/hq/transprog/stip/2004%20TIP/index.htm> "detailed project listing non-te"

Caltrans ITIP (TEA) Project Listing

DIST	CO	RTE	PPNO	PROJECT	TOTAL	Totals By Fiscal Year					Project Totals by Component					
						04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&E	RW Sup	Con Eng
5	SLO	1	1810	Hearst Ranch Scenic Easement	23,000	23,000	0	0	0	0	23,000	0	0	0	0	0
5	SLO	1	1805	Monarch Butterfly Preserve Parking Area at Pismo Beach State Park	293	54	1	238	0	0	0	216	22	32	1	22
5	SLO	1/101	1804	Native Tree Planting along Routes 1 and 101	675	125	550	0	0	0	0	500	50	70	5	50

Project listing provided by the Department of Transportation. Go to <http://www.dot.ca.gov/hq/transprog/stip/2004%20ITIP/index.htm> (Detailed Project Listing TE) for more information.

NOTE:

1. Project PPNO 1810 was amended into the STIP by the CTC on May 13, 2004. See CTC staff report 2.1.a3.
2. Projects PPNO 1805 and 1804 are not included in this FTIP amendment. These projects, pending the CTC ITIP approval in August, will be included in SLOCOG's 2004 FTIP submittal.

EXHIBIT 1

2003 Federal Transportation Improvement Program Financial Constraint Analysis Update

The Federal Transportation Improvement Program (FTIP) is a comprehensive listing of all San Luis Obispo County transportation projects that receive federal funds or that are subject to a federally required action. SLOCOG prepares and adopts the FTIP every two years. As part of the FTIP adoption, federal regulations require that the FTIP be financially constrained by year, meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available. When the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) approved the 2002 FTIP in September 2002, SLOCOG had demonstrated that the FTIP was financially constrained.

Because the current fiscal year 2003/2004 state budget includes provisions that negatively affect the State Transportation Improvement Program (STIP) and the Transportation Congestion Relief Program (TCRP) which are part of the FTIP, FHWA/FTA sent a request to Caltrans and all Metropolitan Planning Organizations (MPOs) statewide asking that the financial constraint analysis of all statewide FTIPs be updated.

SLOCOG had no TCRP funding in the adopted FTIP, and the California Transportation Commission (CTC) has not taken formal action to defer STIP projects. The financial constraint update includes revisions and corrections for available funding. The attached spreadsheet shows the result of these revisions and corrections. The first column for each of the three years depicts the original estimated available resources, the second column shows what is currently programmed against the original resources, and the third and fourth columns for each year depicts the result of the financial constraint exercise showing the revised programming against the revised estimated available resources.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
2002 FTIP PROGRAMMING AND AVAILABLE REVENUES for AMENDMENT #8
FY 2002/2003 TO FY 2004/2005
Financial Constraint Analysis (Technical Corrections May 14, 2004)

	FY 02/03				FY 03/04				FY 04/05				Total Triennial Element			
	Original Estimated Funding	Current FTIP Programming	Revised Estimated Funds	Revised FTIP Programming	Original Estimated Funding	Current FTIP Programming	Revised Estimated Funds	Revised FTIP Programming	Original Estimated Funding	Current FTIP Programming	Revised Estimated Funds	Revised FTIP Programming	Original Estimate Total Funding	Original Program Total	Revised Estimate Total Funding	Current Program Total
Federal																
FTA Funds																
FTA 5310 Elderly & Disabilities	182	182	182	182	261	261	261	261	0	0	0	0	443	443	443	443
FTA 5311 - Non Urbanized	1,824	1,824	1,824	1,824	424	424	424	424	253	253	276	276	2,501	2,501	2,524	2,524
FTA 5307 - Urbanized Area Formula Program	1,200	2,189	2,189	2,189	1,477	1,477	1,477	1,477	0	0	0	0	2,677	3,666	3,666	3,666
FTA 5313 State Planning & Research Program	105	105	105	105	0	0	0	0	0	0	0	0	105	105	105	105
Federal Demonstration	1,363	1,363	1,363	1,363	7,433	7,433	7,433	7,433	0	0	0	0	8,796	8,796	8,796	8,796
Federal Discretionary																
National Scenic Byways Program	100	100	100	100	832	832	832	832	0	0	0	0	932	932	932	932
Recreational Trails Program	150	150	150	150	202	202	202	202	0	0	0	0	352	352	352	352
Trans. & Comm & Sys. Presrv. Pilot Prog	200	200	200	200	0	0	0	0	0	0	0	0	200	200	200	200
JARC (note 1)	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0
Bridge Replacement (Local)	8,496	8,496	8,496	8,496	18,401	18,401	18,401	18,401	190	190	190	190	27,087	27,087	27,087	27,087
Hazard Elimination and Safety (Local)	400	400	400	400	324	324	324	324	446	446	446	446	1,170	1,170	1,170	1,170
Transportation Enhance (Regional/Local) (note 1)	863	863	863	863	696	696	696	696	677	677	1,167	1,167	2,236	2,236	2,236	2,236
Transportation Enhancement (State) (note 2)	496	496	496	496	0	0	23,000	23,000	0	0	0	0	496	496	23,496	23,496
Federal Total	15,379	16,368	16,368	16,368	30,050	30,050	53,075	53,075	1,566	1,566	2,079	2,079	46,995	47,984	71,497	71,497
State																
State Transportation Improvement Program																
Grand Fathered Regional Improvement Program	1,485	1,485	1,485	1,485	0	0	0	0	0	0	0	0	1,485	1,485	1,485	1,485
Regional Improvement Program (note 3)	7,860	7,860	7,860	7,860	8,421	8,421	1,284	1,284	37,541	37,541	2,356	2,356	53,822	53,822	11,500	11,500
Interregional Improvement Program (note 4)	25,023	25,023	25,023	25,023	1,211	1,211	1,211	1,211	32,133	32,133	711	711	58,367	58,367	26,945	26,945
Safety, Highway, Operations Program																
SHOPP - Operations	100	100	100	100	0	0	0	0	0	0	0	0	100	100	100	100
SHOPP - Roadside	1,519	1,519	1,519	1,519	0	0	0	0	2,014	2,014	2,014	2,014	3,533	3,533	3,533	3,533
SHOPP - Roadside Preservation	0	0	0	0	2,500	2,500	2,500	2,500	0	0	0	0	2,500	2,500	2,500	2,500
SHOPP - Roadway	0	0	0	0	8,663	8,663	8,663	8,663	1,811	1,811	1,811	1,811	10,474	10,474	10,474	10,474
SHOPP - Roadway Preservation	250	250	250	250	250	250	250	250	250	250	250	250	750	750	750	750
SHOPP - Safety	1,600	1,600	1,600	1,600	17,569	17,569	17,569	17,569	2,750	2,750	2,750	2,750	21,919	21,919	21,919	21,919
Other State	301	301	301	301	19	19	19	19	0	0	0	0	320	320	320	320
State Total	38,138	38,138	38,138	38,138	38,633	38,633	31,496	31,496	76,499	76,499	9,892	9,892	153,270	153,270	79,526	79,526
Regional/Local																
City Funds	897	897	897	897	4,560	4,560	4,560	4,560	719	719	719	719	6,176	6,176	6,176	6,176
County Funds	2,199	2,199	2,199	2,199	1,649	1,649	1,649	1,649	1,499	1,499	1,499	1,499	5,347	5,347	5,347	5,347
Local Transportation Funds	1,259	1,259	1,259	1,259	2,300	2,300	2,300	2,300	3,053	3,053	3,053	3,053	6,612	6,612	6,612	6,612
Private Funds (note 5)	74	74	74	74	1,465	1,465	4,465	4,465	262	262	262	262	1,801	1,801	4,801	4,801
TDA	1,144	1,144	1,144	1,144	1,676	1,676	1,676	1,676	0	0	0	0	2,820	2,820	2,820	2,820
Total Regional/Local	5,573	5,573	5,573	5,573	11,650	11,650	14,650	14,650	5,533	5,533	5,533	5,533	22,756	22,756	25,756	25,756

Shaded cells are for the purpose of tracking the comments/notes below.

Notes:

- 1 Funding of regional/local TE in 04/05 increases by \$490k. This amount, plus the RIP funds for 04/05 totals \$2,876M. This amount is consistent with Table 2 (SLOCOG 2004 RIP Funds), page 5 of the May 14 transmittal.
- 2 Funding in 03/04 consistent with STIP amendment approved May 13, 2004 (Staff report 2.1.a3 attached). Caltrans 2004 ITIP table for "TE" projects is attached to this document.
- 3 See Table 2 (SLOCOG 2004 RIP Funds), page 5 of the May 14 transmittal for 03/04 and 04/05 fiscal years.
- 4 Funding in 04/05 fiscal year is consistent with Caltrans 2004 ITIP table for "Non-TE" projects. This table is attached to this document.
- 5 Funding in 03/04 fiscal year relating to private funds has increased \$2,980M. Representation of these match funds is consistent with STIP amendment approved May 13, 2004 (Staff report 2.1.a3 attached).

Other Notes

No Surface Transportation Program (STP) funds in FTIP because SLOCOG exchange for State Highway Account funding
No Congestion Mitigation Air Quality (CMAQ) funds because San Luis Obispo County is in attainment

Version 2 - Technical Corrections May 14, 2004

San Luis Obispo Council of Governments



Ronald De Carli, Executive Director

**Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Expressways and Freeways**

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

May 14, 2004

Jim Nicholas, Chief
Division of Transportation Programming
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Financial Constraint of the 2002 Federal Transportation Improvement Program (FTIP)

Attn: Rachel Falsetti, Chief, Office of Federal Transportation Management Program

Dear Mr. Nicholas:

The purpose of this letter is to clarify SLOCOG's recent approval of the projects modified to demonstrate financial constraint for the 2002 Federal Transportation Improvement Program (FTIP). The funding contained in SLOCOG's adopted FTIP now match the federal, state, and local funding resources anticipated to be available.

This letter is intended to provide additional assurances to you that SLOCOG's approval of the "respread" of 2002 STIP projects included the required public involvement per federal statutes contained in the approval of the financial constraints analysis for the 2002 FTIP.

As you are aware, SLOCOG "respread" projects from the 2002 State Transportation Improvement Program (STIP) in February 2004 in order to comply with the revised Fund Estimate. This process started in April 2003 and an update was provided and approved by the Board at every subsequent meeting. A detailed update of the Fund Estimate and the need for "respreading" of the projects occurred in December 2003, culminating with the adoption of the Regional Improvement Program (RIP) in February.

Attachment #1 represents the CTC report on the existing 2002 SLOCOG STIP Program of Projects (i.e. "pre-financial constraints"). Attachment #2 is SLOCOG's 2004 STIP modifications per CTC 2004 Fund Estimate, annual programming targets and guidelines (i.e. post-financial constraints.) These numbers are reflected in the financial constraints table as submitted in our FTIP amendment.

Thank you for your help in processing these very important projects. If you should have any questions, please do not hesitate to contact Peter Rodgers or Richard Murphy on my staff at (805) 781-5712.

Sincerely,

Ronald L. De Carli
Executive Director

Attachments

Attachment 1 - (PRE FINANCIAL CONSTRAINT) 02 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

San Luis Obispo																								
STIP County Share																								
Total County Share, June 30, 2002 (from 2002 Report)					99,629																			
2002 STIP Fund Estimate Adjustment for Prior Year Project Lapses					0																			
Less Allocations, FY 2001-02 (from 2002 Report)					-5,754																			
Unallocated County Share, June 30, 2002					93,875																			
Less Projects Lapsed, July 1, 2002-June 30, 2003					-1,551																			
Total County Share, June 30, 2003					92,324																			
Projects Currently Programmed or Voted Since July 1, 2002																								
Agency	Rte	PNNO	Project	Ext	Pend	Voted	Total	Prior	FY 03	FY 04	FY 05	FY 06	FY 07	RW	Const	E & P	PS&E	RW sup	Con Eng					
SLO County	loc	2042	Nacimiento Lk Dr, 4 segs, overlay (loc \$335)			Jun-02	807	0	807	0	0	0	0	0	807	0	0	0	0					
Atascadero	loc	1102	El Camino Real improvements (State only)			Jul-02	163	0	163	0	0	0	0	0	163	0	0	0	0					
Arroyo Grande	loc	988A	E. Grand Ave rehab (State only)			Oct-02	16	0	16	0	0	0	0	0	0	0	16	0	0					
SLO COG		942	Planning, programming, and monitoring			Oct-02	300	0	300	0	0	0	0	0	300	0	0	0	0					
SLOCOG	tdm	939	Regional rideshare program			Oct-02	245	0	245	0	0	0	0	0	245	0	0	0	0					
Arroyo Grande	loc	988A	E. Grand Ave rehab (State only)		May-03		234	0	0	234	0	0	0	0	234	0	0	0	0					
Grover Beach	loc	2074	N Oak Park Bl widening, retaining walls		May-03		79	0	79	0	0	0	0	0	79	0	0	0	0					
Caltrans	1	380A	Pass lane, left turn ln, Harmony Valley Rd (02S-64)				858	170	188	500	0	0	0	0	0	0	458	400	0					
Caltrans	41	301	Rt 41 W passing lanes, MB-Atascadero (02S-64)				1,968	496	0	1,472	0	0	0	0	5	1,204	203	212	76					
Caltrans	41	452	WB climbing lane near Kern (RTIP)(02S-72)				1,448	591	0	0	0	857	0	0	0	857	91	500	0					
Caltrans	41	520	Route 41/101 Interchange, Atascadero (02 STIP)				13,524	2,972	0	0	10,552	0	0	0	1,099	9,531	409	1,182	282					
Caltrans	46	650	4 lanes, Rt 41-Kern Co, env (RTIP)*				370	370	0	0	0	0	0	0	0	0	370	0	0					
Caltrans	46	226A	Expressway, Airport Rd-Shandon (RTIP)(02 STIP)				29,667	3,634	1,449	0	24,584	0	0	0	1,933	22,502	752	1,916	482					
Caltrans	101	32	Pismo Beach frontage rd (02 STIP)				13,096	2,343	1,537	0	9,216	0	0	0	500	8,055	1,347	1,872	161					
Caltrans	101	4459	Santa Maria River Bridge widening, (APDE)(RTIP)				380	0	380	0	0	0	0	0	0	380	0	0	0					
Caltrans	101	4856	South SLO Co op improvements (RTIP)				1,263	554	0	709	0	0	0	0	139	0	554	532	38					
Caltrans	166	6600	Operational improvements				4,353	224	320	3,809	0	0	0	0	31	3,437	224	320	113					
Arroyo Grande	loc	370A	Rt 101 Brisco Rd interchange modification (S/O)				165	0	165	0	0	0	0	0	0	0	165	0	0					
Arroyo Grande	loc	989A	Branch Mill Rd rehab (02S-47)(State only)				229	0	0	0	0	0	229	0	229	0	0	0	0					
Atascadero	loc	1140	Santa Ysabel Av, El Camino-Curbaril, rehab (S/O)				423	0	0	0	0	0	423	0	423	0	0	0	0					
Grover Beach	loc	1103	S 4th St, Grand-Farroll, rehab (State only)				376	0	0	0	0	48	328	0	328	2	46	0	0					
Grover Beach	loc	1104	S 4th, 12th St, rehab (State only)				378	0	0	0	0	26	352	0	352	3	23	0	0					
Grover Beach	loc	2074	N Oak Park Bl widening, retaining walls				323	0	0	323	0	0	0	0	55	268	0	0	0					
Morro Bay	loc	972	Roundabout at Rt 1/Quintana/MB Blvd				473	0	0	0	0	473	0	0	0	473	0	0	0					
Morro Bay	loc	973	Waterfront boardwalk				673	0	0	0	673	0	0	0	0	673	0	0	0					
Morro Bay	loc	1106	N Main St, Marina St, rehab (State only)				514	0	0	0	0	257	257	0	514	0	0	0	0					
Paso Robles	loc	353	13th St Bridge, widen (State only)				750	0	0	0	0	750	0	0	750	0	0	0	0					
Paso Robles	loc	1107	24th St RR overcrossing, widen				300	0	0	0	0	0	300	0	300	0	0	0	0					
Paso Robles	loc	1108	Niblick Rd, Creston Rd, Vine St, rehab (State only)				404	0	0	0	0	0	404	0	401	0	3	0	0					
Pismo Beach	loc	1109	Promenade walkway IV				420	0	0	0	0	420	0	0	0	420	0	0	0					
Pismo Beach	loc	1114	Dinosaur Caves Park street improvements (S/O)				163	0	0	163	0	0	0	0	163	0	0	0	0					
Pismo Beach	loc	1115	N 4th St improvements (State only)				440	0	0	32	33	0	375	0	375	32	33	0	0					
Pismo Beach	loc	1116	Shell Beach Rd, James Way, rehab (State only)				167	0	0	0	0	0	167	0	155	0	12	0	0					
Pismo Beach	loc	1120	LED signal conversions, 8 locations (State only)				70	0	0	0	6	0	64	0	64	0	6	0	0					
San Luis Obispo	loc	1122	Bike trail, UPRR, Santa Rosa-Marsh				350	0	0	0	25	325	0	0	101	0	25	224	0					
San Luis Obispo	loc	1123	Los Osos Valley Rd landscaped medians, ph 2 (S/O)				150	0	0	150	0	0	0	0	0	138	0	12	0					
San Luis Obispo	loc	1124	Orcutt Rd, Duncan-Laurel, widen				600	0	0	0	600	0	0	0	0	600	0	0	0					
San Luis Obispo	loc	1125	Santa Barbara St, High-Roundhouse, widen (S/O)				455	0	0	285	170	0	0	0	250	170	0	35	0					
San Luis Obispo	loc	1126	Monterey St, California-Rt 101, rehab (State only)				350	0	0	0	0	0	350	0	350	0	0	0	0					
San Luis Obispo	loc	1127	Santa Rosa, Broad St, signal improves (State only)				127	0	0	0	0	0	127	0	127	0	0	0	0					
San Luis Obispo	bus	1128	SLO Transit bus rehab (State only)				100	0	0	0	0	100	0	0	100	0	0	0	0					

ATTACHMENT 1 (PRE FINANCIAL CONSTRAINTS) 2002 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Agency	Rte	PPNO	Project	Ext	Pend	Voted	Total	Prior	Project Totals by Fiscal Year				FY 07	R/W	Const	E & P	PS&E	R/W Sup	Con Eng
SLO County	loc	1129	Bob Jones bike/ped pathway				300	0	0	125	75	100	0	0	100	125	75	0	0
SLO County	loc	1130	Cambria Main St. enhancements (State only)				275	0	0	0	0	275	0	0	275	0	0	0	0
SLO County	loc	1131	Tank Farm Rd improvements (AB 872)				30	0	0	30	0	0	0	0	0	30	0	0	0
SLO County	loc	1131	Tank Farm Rd improvements				940	0	0	145	0	795	0	35	795	0	110	0	0
SLO County	loc	1132	Los Berros Rd. Stanton-Pomeroy, turn lanes (S/O)				490	0	0	0	0	0	490	0	490	0	0	0	0
SLO County	loc	1133	Bethel Rd, Vineyard-Las Tablas, rehab, bike lns (S/O)				150	0	0	0	0	150	0	0	150	0	0	0	0
SLO County	loc	1134	Estrella Rd, Huasna Rd, rehab				1,106	0	0	0	0	0	1,106	0	1,106	0	0	0	0
SLO County	loc	1135	Video detectors, 32 cameras, 9 locations (S/O)				219	0	0	0	0	219	0	0	219	0	0	0	0
SLO County	loc	2062	Cypress Road overlay				143	0	0	0	0	0	143	0	143	0	0	0	0
SLO County	loc	2071	Price Cyn Rd, Ormonde-Rt 227, widen (02 STIP)				825	0	0	0	0	825	0	0	825	0	0	0	0
SLOCOG	tdm	939	TDM (rideshare)				178	0	0	178	0	0	0	0	178	0	0	0	0
SLORTA	tdm	1136	Regional ridesharing program				500	0	0	45	225	230	0	0	500	0	0	0	0
Arroyo Grande	repl	1222	AB 3090 replacement (02S-47)(Branch Mill)				15	0	0	0	0	15	0	0	0	0	15	0	0
SLO COG		942	Planning, programming, and monitoring				346	0	0	300	46	0	0	0	346	0	0	0	0
Total Programmed or Voted Since June 30, 2002:							82,688	11,354	5,633	8,516	36,989	14,331	5,865	4,148	59,614	5,470	7,544	1,152	4,760
Balance of STIP County Share, San Luis Obispo																			
Total STIP County Share, June 30, 2003							92,324												
Total Now Programmed or Voted Since June 30, 2002							82,688												
Net Unprogrammed Balance Available, June 30, 2003							9,636												
Balance Advanced or Overdrawn, June 30, 2003							0												

(\$'s x 1000)

Caltrans Transportation Programming

Attachment #2 - (Financially Constrained) 04 STIP

(\$'s x 1000)

San Luis Obispo County																	
CO	PPNO EA	RTE PM	Agency Project	Fund	Project Totals by Fiscal Year							Project Totals by Component					
					Prior	02/03	03/04	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&E	RW Sup
			Schedule Advance	TOTAL			1400	16300	750								
SLO	1108		Paso Robles, City of	RIP								429		429			
			Niblick Rd., Creston Rd. Vine St. Rehabilitation	TOTAL								429		429			
			Delay w/Cost Change														
SLO	1109		Pismo Beach, City of	RIP					420					420			
			Promenade IV	Loc Funds (CITY)		88	112	79						79	88	112	
			See Attached Fact & Funding Sheet	TOTAL		88	112	79	420					499	88	112	
SLO	1114		Pismo Beach, City of	RIP													
			Dinosaur Caves Park Street Improvements	Loc Funds (CITY)													
			Delete Project	TOTAL													
SLO	1115		Pismo Beach, City of	RIP								386		386			
			North 4th St. Improvements	TOTAL								386		386			
			See Attached Fact & Funding Sheet														
SLO	1116		Pismo Beach, City of	RIP								177		164		13	
			Pismo Beach Street Rehabilitation	TOTAL								177		164		13	
			Delay w/Cost Change														
SLO	1120		Pismo Beach, City of	RIP													
			LED Signals	TOTAL													
			Delete Project														
SLO	2071		San Luis Obispo County	RIP					825					825			
			Price Canyon Road Widening	Local HBRR	110		228		500				40	500	30	168	100
			See Attached Fact & Funding Sheet	Demo	534				486				170	486	100	225	9
				Loc Funds (CO)		76			177				10	177	8	22	36
				TOTAL	644	76	228		1988				220	1988	138	415	45
																	130
SLO	1129		San Luis Obispo County	RIP				200	100						200	100	
			Bob Jones Pathway	Future Need						1000				1000			
			See Attached Fact & Funding Sheet	Loc Funds (CO)		50		400						400	50		
				TOTAL		50		600	100	1000				1400	250	100	
SLO	1130		San Luis Obispo County	RIP					275						275		
			Cambria Main Street Enhancements	Loc Funds (CO)													
			See Attached Fact & Funding Sheet	TOTAL					275					275			
SLO	1131		San Luis Obispo County	RIP					795						795	30	110
	4A1404		Tank Farm Safety Operational Improvements	TOTAL			175		795					795	30	110	
			No Change														
			Change Reason ==>														
SLO	1132		San Luis Obispo County	RIP					650						650		
			Los Berros Turn Lanes, Phase II	Loc Funds (CO)			50	75						25	50	50	
			Advance w/Cost Change	TOTAL			50	75	650					25	650	50	50

Attachment #2 - (Financially Constrained) 04 STIP

(\$'s x 1000)

San Luis Obispo County																	
PPNO	RTE	Agency	Fund	Project Totals by Fiscal Year							Project Totals by Component						
CO	EA	PM	Project	Prior	02/03	03/04	04/05	05/06	06/07	07/08	08/09	RW	Const	E & P	PS&E	RW Sup	Con Eng
SLO	1133		San Luis Obispo County														
			Bethel Rd. Rehabilitation and Bike Lanes														
			<i>Delete Project</i>														
			<i>Change Reason ==></i>														
SLO	1134		San Luis Obispo County								1173		1173				
			Estrella and Huasna Roads Rehabilitation														
			<i>Delay w/Cost Change</i>								1173		1173				
			<i>Change Reason ==></i>														
SLO	1135		San Luis Obispo County														
			Video Detectors- Local Streets														
			<i>Delete Project</i>														
			<i>Change Reason ==></i>														
SLO	2062		San Luis Obispo County														
			Cypress Mountain Road Overlay														
			<i>Delete Project</i>														
			<i>Change Reason ==></i>														
SLO	0939		San Luis Obispo County Council of Governments														
			Regional Rideshare Program														
			<i>Delete Project</i>														
			<i>Change Reason ==></i>														
SLO	0942		San Luis Obispo County Council of Governments								141		681				
			Plan, Program and Monitor			300		120	120		141		681				
			<i>See Attached Fact & Funding Sheet</i>			300		120	120		141		681				
			<i>Change Reason ==></i>														
SLO	1138		San Luis Obispo Regional Transit														
			Bus Purchase														
			<i>Delete Project</i>														
			<i>Change Reason ==></i>														
SLO	1122		San Luis Obispo, City of				25	325				101		25	224		
			Railroad Safety Trail, Phase III				25	325				101		25	224		
			<i>See Attached Fact & Funding Sheet</i>														
			<i>Change Reason ==></i>														
SLO	1123		San Luis Obispo, City of				150								138	12	
			Los Osos Valley Rd. Medians, Phase II				150								138	12	
			<i>See Attached Fact & Funding Sheet</i>														
			<i>Change Reason ==></i>														
SLO	1124		San Luis Obispo, City of				590								590		
			Orcutt Rd. Widening		690							170	425	20	75		
			<i>Advance w/Cost Change</i>		690		590					170	1015	20	75		
			<i>Change Reason ==></i>														
SLO	1125		San Luis Obispo, City of				294	180				259	180		35		
			Santa Barbara St. widening, Phase I				294	180				259	180		35		
			<i>Delay w/Cost Change</i>														
			<i>Change Reason ==></i>														
SLO	1126		San Luis Obispo, City of								371				371		
			Monterey Street Rehabilitation								371				371		
			<i>Delay w/Cost Change</i>														
			<i>Change Reason ==></i>														
SLO	1127		San Luis Obispo, City of														
			Santa Rosa and Broad St. Signal Improvements														
			<i>Delete Project</i>														
			<i>Change Reason ==></i>														

(\$'s x 1000)

Caltrans Transportation Programming

(\$'s x 1000)

	Total RIP
Total RIP RIP GARVEE Payback	
Total RIP AB3090 Reimbursement	
Caltrans Support FY 02/03 and Prior	
Caltrans RW Capital FY 02/03 and Prior	
Total RIP Eligible for Reprogramming	

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	SLORTA operating with 5311 (SLORTA operating expenses with 5311 funds)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 02 5311 6		
CTIPS ID: 213-0000-0057			
IMPLEMENTING AGENCY: San Luis Obispo Regional Transit		PRJ MGR: P. RODGERS	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (805) 781-5712	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project			
						Prog Con	Prog RW	PE	
3	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	1,237			
2	Official	12/03/2003	SHALL	Amendment - Cost/Scope/Sch. Change	7	1,258			
1	Official	03/05/2003	SHALL	Amendment - New Project	2	752			

	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 2	PE								
• Fund Type: FTA 5311 - Non Urbanized	RW								
• Funding Agency: San Luis Obispo Regional Transit	CON		376	242					618
	TOTAL		376	242					618
	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 2	PE								
• Fund Type: Local Transportation Funds	RW								
• Funding Agency: San Luis Obispo Regional Transit	CON		376	243					619
	TOTAL		376	243					619
Project Total	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
	PE								
	RW								
	CON		752	485					1,237
	TOTAL		752	485					1,237

Comments:

***** Version 3 - 04/08/2004 *****corrected 04 05 funding by increasing \$219,000 to \$242,000 for 5311 and match. Moved \$34,000 5311 (f) and match funding to MPO ID 02 53117.
 ***** Version 2 - 11/20/2003 *****added 04 05 funding for 5311 (\$219,000 5311 and \$219 local match) and 5311 (f) (\$34,000 5311 (f) and \$34,000 local match

Approved by SLOCOG Board 12/4/02 (agenda item A-1) - exchange \$376,325 in 5311 funds for TDA funds with SLORTA.
 ***** Version 1 - 03/10/2003 *****

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION): SLORTA operating with 5311 (f) (SLORTA operating expenses with 5311 funds)	MPO Aprv: 05/05/2004
ROUTE:	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: 02 5311 7		
CTIPS ID: 213-0000-0059			
IMPLEMENTING AGENCY: San Luis Obispo Regional Transit		PRJ MGR: P. RODGERS	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE:	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project					
						Prog Con	Prog RW	PE			
2	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	108					
1	Official	03/05/2003	SHALL	Amendment	2	40					

		PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 2	PE									
• Fund Type: FTA 5311 - Non Urbanized	RW									
	CON		20	34						54
• Funding Agency: N/A	TOTAL		20	34						54
		PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 2	PE									
• Fund Type: Local Transportation Funds	RW									
	CON		20	34						54
• Funding Agency: San Luis Obispo Regional Transit	TOTAL		20	34						54
Project Total		PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
	PE									
	RW									
	CON		40	68						108
	TOTAL		40	68						108

Comments:

***** Version 2 - 04/08/2004 *****Brought in \$34,155 5311 (f) and local match funding to this project from MPO ID 02 5311 6.

Approved by SLOCOG Board 3/5/03 (agenda item A-2) - integrate \$19,815 in operating expenses with 5311 funds for 02 03 fy.

***** Version 1 - 03/10/2003 *****

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Local Highway System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION): Moonstone Beach Boardwalk Rec Trail (Moonstone Beach Boardwalk Recreational Trail)	MPO Aprv: 05/05/2004 State Aprv: / / Federal Aprv: / /
ROUTE:	PM:		
PPNO:	KP:		
EA:	MPO ID: 03RECTRAI		
CTIPS ID: 213-0000-0060			EPA TABLE II or III EXEMPT CATEGORY:
IMPLEMENTING AGENCY: Calif. Department of Parks and Recreation	PRJ MGR: RICHARD MURPHY		
	PHONE: (805) 781-5754		

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project	Prog Con	Prog RW	PE
2	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	399			
1	Official	06/04/2003	SHALL	Amendment - New Project	4	264			

	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 5	PE								
• Fund Type: Recreational Trails Program	RW								
	CON		135						135
• Funding Agency: N/A	TOTAL		135						135
	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 5	PE								
• Fund Type: Private Funds	RW								
	CON		7						7
• Funding Agency: N/A	TOTAL		7						7
	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 3 of 5	PE								
• Fund Type: State EEM	RW								
	CON		202						202
• Funding Agency: N/A	TOTAL		202						202
	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 4 of 5	PE								
• Fund Type: State Park Funds	RW								
	CON		15						15
• Funding Agency: N/A	TOTAL		15						15
	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 5 of 5	PE								
• Fund Type: Private Funds	RW								
	CON		40						40
• Funding Agency: N/A	TOTAL		40						40
Project Total	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
	PE								
	RW								
	CON		399						399
	TOTAL		399						399

Comments:

***** Version 2 - 03/30/2004 *****Corrected funding - \$202 EEM, \$135 Fed Rec Trails, \$40 Friends of Hearst Ranch (private), \$7 Monterey Bay Marine Sanctuary (private), and \$15 State Parks.
***** Version 1 - 05/14/2003 *****Per letter dated 3/21/03 from FHWA, this is a FY 2003 Recreational Trails Program project for inclusion in the FTIP.

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Local Highway System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	Bridge No 49C0151, San Luis Bay Dr (San Luis Bay Dr., over San Luis Obispo Creek, Avila Rd - replace and widen bridge adding a left turn lane)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: HBRRSLBAY		
CTIPS ID: 213-0000-0069			EPA TABLE II or III EXEMPT CATEGORY:
IMPLEMENTING AGENCY: San Luis Obispo County	PRJ MGR: RAY UDER		
	PHONE: (805) 781-5252		

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project	Prog Con	Prog RW	PE
3	Official	05/05/2004	SHALL	Amendment - Cost/Scope/Sch. Change	8	3,370	175	635	
2	Official	10/08/2003	SHALL	Amendment - Cost/Scope/Sch. Change	6	3,270	175	635	
1	Official	06/04/2003	SHALL	Amendment - Other (Explain ==>)	4	769	35	344	

	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 3	PE	508							508
• Fund Type: Bridge-Local (HBRR)	RW	140							140
• Funding Agency: N/A	CON		2,616						2,616
	TOTAL	648	2,616						3,264
• Fund Source 2 of 3	PE	127							127
• Fund Type: County Funds	RW	35							35
• Funding Agency: N/A	CON		654						654
	TOTAL	162	654						816
• Fund Source 3 of 3	PE								
• Fund Type: Demonstration - TEA21	RW								
• Funding Agency: N/A	CON		100						100
	TOTAL		100						100
Project Total	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
	PE	635							635
	RW	175							175
	CON		3,370						3,370
	TOTAL	810	3,370						4,180

Comments:

***** Version 3 - 04/06/2004 *****Add the \$100k in Federal Demo funds (an SHA exchange with Olde Town Nipomo)
 ***** Version 2 - 09/15/2003 *****increase funding to cover cost of project
 ***** Version 1 - 05/15/2003 *****per J. Smida, break this project out of HBRR lump sum projects.

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

Transit System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION):	MPO Aprv: 05/05/2004
ROUTE:	PM:	JARC Reverse Commute (JARC Reverse Commute - RTA to Santa Maria reverse commute services and Rideshare support marketing)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: JARC		
CTIPS ID: 213-0000-0096			
IMPLEMENTING AGENCY: San Luis Obispo Regional Transit	PRJ MGR: ELIANE GUILLOT	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE: (805) 781-5711		

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version Status Official Date Updated By Change Reason

Amend No.

Dollars in Thousands - Total For Project

Prog Con

Prog RW

PE

1	Official	05/05/2004	SHALL	Amendment - New Project	8	50							
					PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 5				PE									
• Fund Type: FTA3037 Job Access and Reverse Commute				RW									
• Funding Agency: N/A				CON			25						25
				TOTAL			25						25
					PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 5				PE									
• Fund Type: TDA				RW									
• Funding Agency: San Luis Obispo Regional Transit				CON			18						18
				TOTAL			18						18
					PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 3 of 5				PE									
• Fund Type: City Funds				RW									
• Funding Agency: Various Agencies				CON			3						3
				TOTAL			3						3
					PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 4 of 5				PE									
• Fund Type: County Funds				RW									
• Funding Agency: N/A				CON			3						3
				TOTAL			3						3
					PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 5 of 5				PE									
• Fund Type: Private Funds				RW									
• Funding Agency: N/A				CON			1						1
				TOTAL			1						1
Project Total					PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
				PE									
				RW									
				CON			50						50
				TOTAL			50						50

Comments:

***** Version 1 - 03/31/2004 *****FTA operating assistance toward the RTA Santa Maria reverse commute services and Rideshare support marketing - part of the same project. \$25k JARC, \$18k RTA, \$3k SMAT (City of Santa Maria), \$3k Santa Barb. Co., \$1k Allan Hancock College

San Luis Obispo Council of Governments - Federal Transportation Improvement Program

(Dollars in Thousands)

State Highway System

DIST: 05	COUNTY: San Luis Obispo County	TITLE (DESCRIPTION): Hearst Ranch Enhancement (Hearst Ranch Enhancement - Property located on the west side of Route 1 adjacent to the Pacific Ocean within Hearst Ranch)	MPO Aprv: 05/05/2004 State Aprv: / / Federal Aprv: / /
ROUTE:	PM:		
PPNO: 1810	KP:		
EA: 0L4901	MPO ID:		
CTIPS ID: 213-0000-0097			EPA TABLE II or III EXEMPT CATEGORY:
IMPLEMENTING AGENCY: Caltrans		PRJ MGR:	
		PHONE:	

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason
1	Official	05/05/2004	SHALL	Amendment - New Project

Amend No.	Dollars in Thousands - Total For Project		
	Prog Con	Prog RW	PE
8		25,980	

	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 1 of 2	PE								
• Fund Type: STP Enhancement	RW		23,000						23,000
• Funding Agency: N/A	CON								
	TOTAL		23,000						23,000
	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
• Fund Source 2 of 2	PE								
• Fund Type: Private Funds	RW		2,980						2,980
• Funding Agency: N/A	CON								
	TOTAL		2,980						2,980
Project Total	PRIOR	02/03	03/04	04/05	05/06	06/07	07/08	BEYOND	TOTAL
	PE								
	RW		25,980						25,980
	CON								
	TOTAL		25,980						25,980

Comments:

***** Version 1 - 04/14/2004 *****Scheduled for approval by the CTC in May 2004

OF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,

TIMES PRESS RECORDER

SAN LUIS OBISPO COUNCIL OF GOVER
1150 OSOS ST. STE 202
SAN LUIS OBISPO CA 93401

REFERENCE: 108275

164062 PUBLIC HEARING

I AM THE PRINCIPAL CLERK OF THE PRINTER OF THE
TIMES-PRESS-RECORDER, A NEWSPAPER OF GENERAL
CIRCULATION, PRINTED AND PUBLISHED IN THE CITY OF
ARROYO GRANDE, COUNTY OF SAN LUIS OBISPO,
CALIFORNIA AND WHICH NEWSPAPER HAS BEEN ADJUDGED A
NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR
COURT IN THE COUNTY OF SAN LUIS OBISPO, STATE OF
CALIFORNIA, CASE NUMBER 18811.

THAT THE NOTICE OF WHICH THE ANNEXED IS A PRINTED
COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS
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SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEROF ON
THE FOLLOWING DATES, TO WIT:

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURE
THAT THE FOREGOING IS TRUE AND CORRECT.

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TOTAL COST: 18.90

LED ON: 04/05/04

**PUBLIC HEARING
NOTICE**

The San Luis Obispo
Council of Governments
(SLOCOG) will hold a
Public Hearing to receive
public testimony on an
amendment to the Federal
Transportation
Improvement Program
(FTIP); including \$22,000
for rural transit operating
assistance in Federal
Section 5311 funds,
\$25,000 in Jobs Access
funding, \$23 million for the
purchase of right-of-
way/scenic acquisition
(Hearst Ranch) in state-
sponsored Transportation
Enhancement funding,
\$100,000 for San Luis Bay
Drive Bridge in federal
High Priority funds. Refer
to www.slocog.org for the
meeting agenda and
further information. The
hearing will be held
Wednesday, May 5, 2004,
starting at 8:30 a.m. in the
County Board of
Supervisors Chambers,
County Government
Center, San Luis Obispo,
California. For more
information, contact Sue
Hall at 781-4255, or write
to SLOCOG, 1150 Osos
St., #202, San Luis
Obispo, CA 93401.
Legal No. 164062 Pub.
April 2, 2004

C: SH ✓
DB ✓
PB ✓
EG ✓

4/6/04

APR - 6 2004

DATED AT SANTA MARIA, CA THIS 5 DAY OF April, 2004

SIGNATURE

Elizabeth Buruaga

THE Newspaper of the Central Coast TRIBUNE

3825 South Higuera • Post Office Box 112 • San Luis Obispo, California 93406-0112 • (805) 781-7800

In The Superior Court of The State of California
In and for the County of San Luis Obispo
AFFIDAVIT OF PUBLICATION

AD # 5981899
SLO COUNCIL OF GOVERNMENT

STATE OF CALIFORNIA,

ss.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates, to-wit APRIL 3, 2004 that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Danielle Horn-Brown
(Signature of Principal Clerk)

DATED: APRIL 3, 2004
AD COST: \$32.16

PUBLIC HEARING NOTICE

The San Luis Obispo Council of Governments (SLOCOG) will hold a Public Hearing to receive public testimony on an amendment to the Federal Transportation Improvement Program (FTIP); including \$22,000 for rural transit operating assistance in Federal Section 5311 funds, \$25,000 in Jobs Access funding, \$23 million for the purchase of right-of-way/scenic acquisition (Hearst Ranch) in state-sponsored Transportation Enhancement funding, \$100,000 for San Luis Bay Drive Bridge in Federal High Priority funds. Refer to www.slocog.org for the meeting agenda and further information. The hearing will be held Wednesday, May 5, 2004, starting at 8:30 a.m. in the County Board of Supervisors Chambers, County Government Center, San Luis Obispo, California. For more information, contact Sue Hall at 781-4255, or write to SLOCOG, 1150 Osos St., #202, San Luis Obispo, CA 93401.

April 3, 2004

5981899

4/8/04
SH
EG
DB
PB

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: May 5, 2004

SUBJECT: Federal Transportation Improvement Program (FTIP) Amendment No. 8

SUMMARY

SLOCOG is required to maintain a Federal Transportation Improvement Program (FTIP) for the San Luis Obispo region. All federally funded transportation programs must be contained in the FTIP for the federal funding to be made available to individual projects. The FTIP is a three-year document that summarizes previously programmed projects and the expected funding from federal transportation programs available to the San Luis Obispo region. The FTIP is required to be updated every two years with amendments done periodically to accommodate newly programmed projects. Since the FTIP was adopted and amended, several changes are needed.

Amendment No. 8 to the 2002 FTIP modifies funding and adds a number of specific projects. Modifications to regionally programmed projects include:

- Increase Federal Transit Administration (FTA) Section 5311 funding for operations and clarify discretionary and formula funding amounts;
- Correct funding sources for the San Luis Bay Drive bridge replacement project;
- Increase grant funding for the Santa Maria/San Luis Obispo Job Access Reverse Commute service.

Modifications to state programmed projects include:

- Increase and correct funding sources for the Moonstone Beach Boardwalk Recreational Trail;
- Add Transportation Enhancement (TE) funds for the acquisition of a scenic view shed from The Hearst Corporation extending from Highway 1 to the Mean High Tide line and from south of San Simeon, 18 miles north to approximately Ragged Point. The SLOCOG approval of this amendment is contingent upon the California Transportation Commission programming action at their May meeting.

RECOMMENDATIONS:

Staff: 1) Approve the inclusion of "regionally" programmed projects into the 2002 FTIP;
2) Endorse both "State" programmed projects and conditionally include them into the 2002 FTIP
3) Adopt Resolution approving Amendment No. 8 to the 2002 FTIP to include the above projects.

TTAC:

CTAC:

APPROVED
*including the amended resolution
(see Addendum page A-1-2)*

BACKGROUND

The Transportation Equity Act of the 21st Century (TEA-21) requires that the Metropolitan Planning Organization (MPO) adopt a Transportation Improvement Program (TIP) for the MPO's designated area in cooperation with state and local agencies, including local transit operators. This comprehensive document summarizes all federally funded transportation programs and projects in the region. No jurisdiction or public agency can receive funding for a transportation project using federal funds unless that project is incorporated into the FTIP or addressed by a lump sum entry. In this way, regional planning can conform with state and federal plans, and a financially constrained transportation plan can exist at all levels – regional, state, and federal.

SLOCOG prepares the plan in close coordination with Caltrans, local jurisdictions, and transit operators. It is reviewed and approved by both the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Only "approved" projects and/or programs are included.

Agency approving federal transportation funding:

- SLOCOG, for Federal Transit Administration, regional Transportation Enhancements, Surface Transportation Program, Regional Transportation Improvement Program;
- California Transportation Commission (CTC) for projects funded by the State Inter-regional Transportation Improvement Program, including state TE funds;
- California Resources Agency for Recreational Trails funds;
- Caltrans for Minor A Projects, Safety Highway and Operations, and Bridge Replacement funds.

Once projects are approved, they are included in the FTIP, by formal SLOCOG action following a public hearing, and submitted to federal agencies for overall FTIP approval.

DISCUSSION

Projects to be included in this FTIP amendment are categorized by Regionally Programmed projects (Table A) or State Programmed projects (Table B). Each of these projects has been programmed with federal funds thereby making it necessary for inclusion in to the FTIP.

"Regionally Programmed" Projects Approved by SLOCOG (Table A)

NO.	MPO ID	PROJECT TITLE	CHANGE
1	02 5311 6	Regional Transit Authority "operations" (FTA Section 5311 "formula" funding)	Increase funding and match from \$219,000 to \$242,000 and move \$34,000 to 5311 (f) project
2	02 6311 7	Regional Transit Authority "operations" (FTA Section 5311(f) "discretionary" funding)	Shift FY 03/04 funding and match by \$34,000 in 5311 (f)
3	JARC	JARC (Job Access Reverse Commute) RTA Transit "operations"	Add \$25,000 of JARC and local match funding
4	HBRRSLBAY	Bridge No. 49C0151, San Luis Bay Dr., Avila Valley	Add \$100,000 in Federal Demonstration funding that was exchanged for State Highway Account (SHA) funds with the Olde Town Nipomo project

FTA Section 5311 operating grant: this grant was first programmed in December 2003 based on Caltrans allocation estimates until November 2003; an extra \$24K of "disencumbered" funds (i.e. carry over monies from three prior FTA 5311 capital projects) have since been added. The new funds need to be re-programmed and incorporated into the FTIP so that the Regional Transit Authority can apply for the full amount in the pending FTA grant application (due by May 31, 2004).

FTA Section 5311 (f) operating grant: this discretionary grant in the amount of \$34K was awarded to the RTA in the spring of 2003; it was inadvertently lumped with the above FTA 5311 formula grant (December 2003 Board action). The funds have been shifted to the correct funding source.

FTA Job Access and Reverse Commute grant: the region programmed this supplemental \$25K in August 2003; funds had been applied for competitively in the FY 2002/2003 cycle. The grant final award is pending subject to the FTIP amendment. Subject to FTA grant award before August 2004, the RTA and Regional Rideshare will use those funds to expand upon the Santa Maria reverse commute services and marketing support.

Bridge No. 49C0151: in April 2003, the Board approved transferring \$100K in federal "Demonstration" funding from the Olde Town Nipomo project to the San Luis Bay Drive Bridge in exchange for Regional State Highway Account (RSHA) funding. This funding should have been included in the FTIP at that time.

"State Programmed" Projects
Approved by the California Department of Parks and Recreation
and the California Transportation Commission (Table B)

NO.	MPO ID	PROJECT TITLE	CHANGE
1	03RECTRAI	Moonstone Beach Boardwalk Recreational Trail, Cambria	Increase and correct funding categories and matches for a total project cost of \$399,000
2	TE 03 04 6	Hearst Ranch Enhancement (See attached draft May CTC agenda item for more information)	Add project with Transportation Enhancement (TE) \$23,000,000 and private match of \$2,980,000

In March 2003, approval was received from the Federal Highway Administration (FHWA) for the Moonstone Beach Boardwalk Recreational Trail funding. On May 13th, the California Transportation Commission will be considering the programming of state transportation enhancement funds. The draft CTC book item is attached for reference.

Moonstone Beach Boardwalk Rec. Trail: This is a Recreational Trails project funded by the California Department of Parks and Recreation in March 2003. The project provides for the construction of a boardwalk on the south end of Moonstone Beach, in Cambria, to complete a very popular pedestrian facility for both locals and tourists.

Hearst Ranch Enhancement Project

Project Description.

This is a Transportation Enhancement (TE) grant funded project that will provide for the acquisition of a scenic view-shed from the western edge of State Route 1 to the mean high-tide line, extending from south of San Simeon, 18 miles north to approximately San Carpoforo Creek. Federal TE funds specifically allow for the purchase, donation, transfer or trade of lands, which possess significant aesthetic, historic, natural visual or open space values. The property is located on the west side of Route 1, designated an All American Highway and National Scenic Byway. Land use at the project site will be limited to open space, allowing for passive recreation and scenic view shed protection via a scenic easement. Caltrans has indicated that this acquisition does not foreclose opportunities for enhanced public access and the future development of the California coastal trail, and that coastal access and trail will be allowed under the proposed acquisition agreement.

Proposed SLOCOG Action.

SLOCOG is being asked to integrate the grant into the region's FTIP, conditioned that the programming agency for this grant, the California Transportation Commission (CTC), approves funding for the acquisition at their May 13th meeting (CTC Staff Report Attached). This conditional approval will: (1) allow the public an opportunity to locally comment prior to the CTC action; (2) allow SLOCOG to make a recommendation to the CTC; and (3) ensure SLOCOG's FTIP responsibilities are met prior to the American Land Conservancy's May 31st option to purchase deadline and the June 30th TE funding expiration date.

Staff will provide additional information to the public and the SLOCOG Board prior to the May 5th SLOCOG meeting regarding the overall timeline for public input into this acquisition process. The timeline should help clarify to the general public the entire programming process, key decision points, and where and when public input will be received.

Relationship between Caltrans TE Grant and California Resources Agency Grant funding.

This scenic view shed acquisition is part of a larger acquisition proposal between the California Resources Agency (CRA), the Business, Housing and Transportation Agency (BHT), the American Land Conservancy (ALC), and the Hearst Corporation. The TE funds recommended for inclusion into the FTIP will help leverage a conservation agreement resulting in the preservation of most of the entire 82,000 acre Hearst Ranch in perpetuity. This larger acquisition is not subject to SLOCOG or CTC action, but is being separately negotiated with the CRA. Both are interlinked, as one will likely not proceed without the other.

However, the TE funded scenic acquisition component can be included separately into the region's FTIP, apart from the larger conservation effort underway.

There are three funding components needed to implement the conservation deal under consideration between the California Resources Agency and the Business, Housing and Transportation Agency. BHT's Department of Transportation (Caltrans) has pursued federal funding of \$23,000,000 to secure the opportunity for scenic acquisition in fee and easement for land west of Highway 1. The Resources Agency is working with Caltrans to develop a Memorandum of Understanding (MOU) between these state departments to ensure each agency's primary objectives are met in this conservation deal. These details are not yet available but a commitment has been made by Caltrans to hold final acquisition until the Resources Agency has had an opportunity to make public the full details of the 82,000 acre conservation agreement. The Resources Agency has also committed to holding local public meetings on this MOU/conservation agreement in San Luis Obispo County. Further, public meetings will be held before Resource Agency commissions prior to the programming of any additional state funding.

Financial Constraints Analysis

The FTIP is required to be financially constrained prior to the approval by the Federal Highway Administration and the Federal Transit Administration. Our constraints analysis includes the subsequent eight amendments made after 2002 FTIP was approved and meets the requirements of both FHWA and FTA. Our FTIP is consistent with California Transportation Commission funding targets and project allocations, subject to the CTC action on May 13th for the Caltrans TE Hearst Ranch Enhancement grant proposal. Our FTIP has not included any of the Governor's Transportation Congestion Relief funding that has since been stricken causing significant fiscal shortfalls. Our FTIP is financially constrained.

Options:

Option 1: Include TE Grant in FTIP: By including the Hearst Ranch Enhancement project into the 2002 FTIP, the following actions can occur: 1) the CTC will be in a position to program federal funds; 2) the Federal Highway Administration will be in a position to approve the SLOCOG FTIP; 3) Caltrans, the project applicant, will be given authorization to proceed by the FHWA; including the ability to take the first step of conducting accurate property appraisals; 4) based on the outcome of the appraisals, Caltrans will be in a position to make an offer to the property owner for the scenic acquisition to be held in fee and/or by easement.

The Department of Transportation agrees to hold final acquisition of the property until such time as the California Resources Agency has an agreement that is made public between CRA and BHT or has conducted public meetings revealing the full details of the larger conservation agreement.

Option 2: Not Include TE Grant in FTIP: By not including the Hearst Ranch Enhancement project into the 2002 FTIP, the following will occur: 1) federal transportation enhancement funds will not be available in advance of the May 30th option to purchase deadline between the American Land Conservancy/Caltrans and Hearst Corporation; 2) the state will need to seek other funding sources for this purchase; 3) the overall project likely does not proceed without the transportation funding component; 4) the ability of SLOCOG to secure future statewide competitive funds will be reduced.

Correspondence and Attachments:

(1) CTC CTIP Amendment 02S-128 – Department of Transportation staff report requesting the California Transportation Commission program federal transportation enhancement.

(2) ALC Conservation Framework - Approved by the SLOCOG Board on April 2, 2003.

(3) April 3, 2004: Correspondence to Bob Balgenorth, California Transportation Commission (CTC) Chairman from Bruce McPherson, California Senator, 15th District regarding support for the Caltrans TE application.

(4) April 7, 2004: Correspondence to Harriet Burgess, American Land Conservancy, from Gregg Albright, Caltrans District 5 Director, and Ronald De Carli, SLOCOG Executive Director.

(5) April 16, 2004: Correspondence to the California Transportation Commission from Linda Krop, Chief Counsel, Environmental Defense Center regarding Hearst Ranch Acquisition STIP Amendment 02S-128.

(6) April 22, 2004. Correspondence to Resources Agency Secretary Mike Chrisman from President Frank Mecham regarding public disclosure of conservation details pertaining to the Hearst Ranch Acquisition.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

RESOLUTION NO. 04-___

**ADOPTING AMENDMENT NO. 8 TO THE
2002 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

The following Resolution is now offered and read:

WHEREAS, the San Luis Obispo Council of Governments (SLOCOG) is the Metropolitan Planning Organization (MPO) for the San Luis Obispo region; and

WHEREAS, Section 134(h)(1) of the Transportation Equity Act of the 21st Century (TE 21) requires that the MPO adopt a Transportation Improvement Program (TIP) for the area for which the MPO is designated in cooperation with State and local agencies including local transit operators; and

WHEREAS, a public hearing notice was advertised in a local newspaper; and

WHEREAS, the amendment was made available, members of the public were given a reasonable opportunity to review the amendment, and a public hearing was held to present the amendment and take testimony from the public; and

WHEREAS, the proposed amendment was reviewed by the Citizens Transportation Advisory Committee (CTAC), which includes citizen representatives appointed by member agencies and at-large appointees appointed by the SLOCOG Board, and the Technical Transportation Advisory Committee (TTAC), which includes technical and planning representatives from participating agencies; and

WHEREAS, the projects included in the program are consistent with the adopted Regional Transportation Plan (RTP) and are financially constrained.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments does hereby adopt Amendment No. 8 to the 2002 FTIP amending the projects into the FTIP as shown below:

Regionally Programmed Projects

NO.	MPO ID	PROJECT TITLE	CHANGE
1	02 5311 6	Regional Transit Authority "operations" (FTA Section 5311 "formula" funding)	Increase funding and match from \$219,000 to \$242,000 and move \$34,000 to 5311 (f) project
2	02 6311 7	Regional Transit Authority "operations" (FTA Section 5311(f) "discretionary" funding)	Shift FY 03/04 funding and match by \$34,000 in 5311 (f)

3	JARC	JARC (Job Access Reverse Commute) RTA Transit "operations"	Add \$25,000 of JARC and local match funding
4	HBRRSLBAY	Bridge No. 49C0151, San Luis Bay Dr., Avila Valley	Add \$100,000 in Federal Demonstration funding that was exchanged for State Highway Account (SHA) funds with the Olde Town Nipomo project

State Programmed Projects

NO.	MPO ID	PROJECT TITLE	CHANGE
1	03RECTRAI	Moonstone Beach Boardwalk Recreational Trail, Cambria	Increase and correct funding categories and matches for a total project cost of \$399,000
2	TE 03 04 6	Hearst Ranch Enhancement (See attached draft May CTC agenda item for more information)	Add project with Transportation Enhancement (TE) \$23,000,000 and private match of \$2,980,000

BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments conditionally integrates project # TE 03 04 6, The Hearst Ranch Enhancement Project, into Amendment #8 of the 2002 FTIP subject to an affirmative action by the California Transportation Commission.

On motion by Board Member _____, seconded by Board Member _____, and on the following roll call vote, the foregoing resolution is hereby adopted this 5th day of May 2004.

AYES:

NOES:

ABSENT:

ABSTAIN:

Frank Mecham, President
San Luis Obispo Council of Governments

Date

ATTEST:

Ronald L. De Carli, Executive Director
San Luis Obispo Council of Governments

APPROVED AS TO FORM AND LEGAL EFFECT:

By: _____
Jac Crawford, Legal Counsel

Date: _____

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 12-13, 2004

Reference No.: 2.1a.(3)
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Jim Nicholas
Division Chief
Transportation Programming

Ref: STIP AMENDMENT 02S-128

Draft (Linda) April 15, 2004 v.2ln

The Department of Transportation (Department) is requesting the California Transportation Commission (Commission) approve this State Transportation Improvement Program (STIP) amendment. This amendment was noticed at the April 2004 Commission meeting.

The Department requests the Commission approve this amendment to program the Hearst Ranch Enhancement project (PPNO 1810) into the 2002 STIP for \$23,000,000 of Interregional Improvement Program (IIP) funds for Right of Way in FY 2003-04 for the scenic acquisition of the Hearst Ranch between the Mean High Tide and the westerly existing Highway 1 Right of Way line in San Simeon.

RECOMMENDATION:

The Department recommends that the item be placed on the consent calendar for approval.

A-1-7
Attachment (1)

BACKGROUND:

This is a Transportation Enhancement project that will provide the acquisition of scenic view shed within the Hearst Ranch in San Simeon, California located in San Luis Obispo County. The property is located on the west side of All American Roadway/Scenic Route 1, directly adjacent to the Pacific Ocean. Land use at the project site will be limited to open space, allowing passive recreation and scenic viewshed protection via a scenic easement.

RESOLUTION:

Resolved, that the California Transportation Commission (Commission) revise the 2002 State Transportation Improvement Program (STIP) at the end of the 30-day notice period as follows:

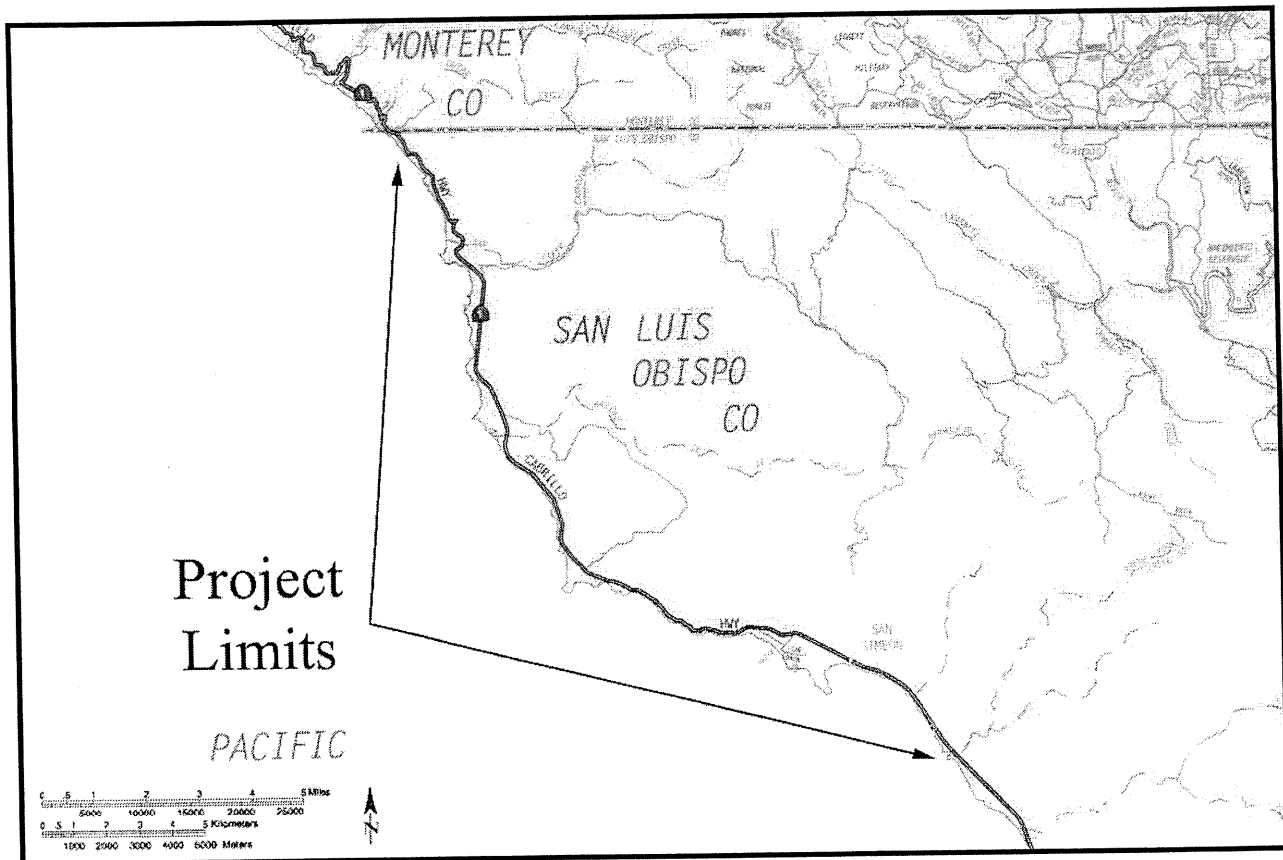
Adds:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Luis Obispo	5	1810	--	CO	--	56	73	1					
Implementing Agency: (by component)		PA&ED				PS&E							
		R/W	Caltrans			CON							
RTPA/CTC:	San Luis Obispo County Council of Governments												
Project Title:	Hearst Ranch Enhancement												
Location	Property located on the west side of Route 1 adjacent to the Pacific Ocean within Hearst Ranch.												
Description:	Land acquisition												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	02/03	03/04	04/05	05/06	06/07	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	0			0				0					
Change	23,000			23,000				23,000					
Proposed	23,000			23,000				23,000					
Local Funds													
Existing	0			0				0					
Change	2,980			2,980				2,980					
Proposed	2,980			2,980				2,980					
Total													
Existing	0			0				0					
Change	25,980			25,980				25,980					
Proposed	25,980			25,980				25,980					

A-1-8
Attachment (1)

STIP AMENDMENT 02S-128

Location Map



05-San Luis Obispo

PPNO 1810

Location: On the west side of Route 1, adjacent to the Pacific Ocean within Hearst Ranch.

Description: Land Acquisition.



A-1-9
Attachment (1)

RESOLUTION NO. 03-07
RESOLUTION ENDORSING THE CONSERVATION
FRAMEWORK OF THE HEARST CORPORTATION AND
THE AMERICAN LAND CONSERVANCY FOR THE
HEARST RANCH

WHEREAS, the conservation of the Hearst Ranch represents one of, if not the, the most significant conservation opportunities in the nation – nearly 128 square miles of coastline, rolling hills, steep peaks, and grassland; and

WHEREAS, the Hearst Corporation and the American Land Conservancy (ALC) have agreed on a conservation framework for the entire 82,000 acre ranch based upon meetings with more than 1,000 individuals including community residents and representatives of more than 50 state, local, and federal agencies and organizations; and

WHEREAS, the conservation Framework is based upon the following mutual goals of the Hearst Corporation and the ALC:

- ☐ Protect natural and scenic resources
- ☐ Permanently increase public access west of Highway1
- ☐ Ensure continued agricultural operations
- ☐ Provide fair compensation for restricting development;

WHEREAS, the elements of the conservation easement are:

- ☐ Eliminate New Resorts, and
- ☐ Limit Old San Simeon Village to new local visitor-serving uses,
- ☐ Provide Permanent Public Access to the Coastline,
- ☐ East Side Conservation/Agricultural Easement,
- ☐ Reduce Potential Residential Development,

WHEREAS, the Conservation Framework would balance continued agricultural operations, protect natural and scenic resources and increase public access to 18 miles of pristine California coastline.

A-1-10
Attachment (2)

THEREFORE, BE IT RESOLVED, that the San Luis Obispo Council of Governments does hereby endorse the conservation framework and urges American Land Conservancy and Hearst to complete their good faith negotiations for a detailed conservation transaction consistent with the Conservation Framework. SLOCOG also urges funding agencies, including the State of California and federal government, to recognize Hearst Ranch as a significant conservation opportunity and provide funding to make it a reality.

On motion by Board Member Achadjian, seconded by Board Member Mecham, and on the following roll call vote, to wit;

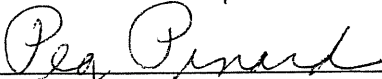
AYES: Achadjian, Bianchi, Ekbohm, Elliott, Ferrara, Mecham, Natoli, Pinard, Ryan, Scalise, and Schwartz.

NOES: None.

ABSENT: Ovitt

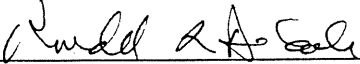
ABSTAIN: None.

The foregoing resolution is hereby adopted on this 2nd day of April 2003.



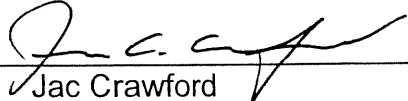
Peg Pinard, President
San Luis Obispo Council of Governments

ATTEST:



Ronald De Carli, Executive Director
San Luis Obispo Council of Governments

APPROVED AS TO FORM AND LEGAL EFFECT:

BY: 

Jac Crawford
SLOCOG Legal Counsel

DATE: 4/2/03

A-1-11
Attachment (2)

STANDING COMMITTEES
OF THE SENATE
PUBLIC SAFETY, CHAIR
EDUCATION, VICE CHAIR
ENVIRONMENTAL QUALITY
BUDGET AND FISCAL REVIEW
SUBCOMMITTEES
SUBCOMMITTEE ON
CRIMINAL PROCEDURE, CHAIR
BUDGET AND FISCAL REVIEW
SUBCOMMITTEE NO. 2
SUBCOMMITTEE NO. 3
SUBCOMMITTEE ON
HIGHER EDUCATION

California State Senate

SENATOR
BRUCE MCPHERSON
FIFTEENTH SENATORIAL DISTRICT
CHAIRMAN
SENATE COMMITTEE ON PUBLIC SAFETY



REC'D BY CTS
APR 06 2004
JOINT COMMITTEES
JOINT COMMITTEE ON THE ARTS
JOINT COMMITTEE TO DEVELOP
A MASTER PLAN FOR EDUCATION
JOINT COMMITTEE ON
FISHERIES AND AQUACULTURE
SELECT COMMITTEES
OF THE SENATE
ANTI-TERRORISM POLICY, CHAIR
BAY AREA INFRASTRUCTURE
BAY AREA TRANSPORTATION
CALIFORNIA CORRECTIONAL SYSTEM
CALIFORNIA'S HORSE RACING INDUSTRY
CALIFORNIA'S WINE INDUSTRY
COLLEGE AND UNIVERSITY
ADMISSIONS AND OUTREACH
ECONOMIC DEVELOPMENT
GOVERNMENT OVERSIGHT
SCHOOL SAFETY
TECHNOLOGICAL CRIME
AND THE CONSUMER

April 3, 2004

Mr. Bob Balgenorth, Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Chairman Balgenorth and Commissioners:

I wish to express my strong support for Caltrans request for \$23 million of Transportation Enhancement Activity (TEA) funding for scenic easement acquisition of a large portion of the Hearst Ranch area along scenic highway 1 (Item 2.1b(3)).

The positive implications of this acquisition are numerous:

1. The TEA funding is the key to the overall conservation of the Hearst Ranch, preserving precious coastal resources for generations to come.
2. The TE funding presents an opportunity to provide certainty and stability for Highway 1, a constant maintenance and operational challenge due to erosion and weather challenges.
3. The TE investment is part of an overall partnership between the state, the American Land Conservancy and the Hearst Corporation. These funds help to leverage the overall Conservation Framework, resulting in the preservation of the entire 82,000 acre Hearst Ranch in perpetuity.

As for the transportation opportunity, I am aware that Caltrans and your Commission have had to expend millions in emergency and planned allocations to repair, reopen or otherwise relocate discrete portions of this 18-mile stretch of highway over many years. This TEA project gives Caltrans and your Commission the ability to provide for future right of way for the highway through the TEA match that will prevent many of these costly expenditures. For the millions of visitors annually and the thousands of residents for whom Highway 1 is their only access to homes and businesses, this will be welcome news.

A-1-12 Attachment(3)

RECEIVED
The significant benefit to all Californians cannot be overstated. I applaud both Caltrans and your Commission for this strategic investment that helps preserve these precious resources for generations to come. I urge your approval of this item for the benefit of our great state.

Sincerely,



BRUCE McPHERSON
Senator, 15th District

A-113
Attachment (3)

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05>

Copies to:

Corres ☒File ☐Staff ☐

RO

RM

OB



Flex your power!
Be energy efficient!

April 7, 2004

APR - 8 2004

Harriet Burgess
American Land Conservancy
1388 Sutter Street, Suite 810
San Francisco, CA 94109

Dear Ms. Burgess:

HEARST RANCH HIGHWAY 1 SCENIC VIEW-SHED ACQUISITION

The Department of Transportation (Department) and the San Luis Obispo Council of Governments (SLOCOG) appreciate the historic opportunity to preserve unparalleled views along 18 miles of the San Simeon coastline in northern San Luis Obispo County. View-shed protection for land west of Highway 1 is proposed with funding from the Transportation Enhancement Activities (TEA) program. This acquisition is a critical step in the overall conservation framework for the Hearst Ranch.

We recognize that all parties involved in the conservation effort are committed to seeking public input prior to any obligation of public funds. SLOCOG, in its role as the regional transportation planning agency, will take the first formal action in the process. This action, scheduled for May 5, would amend the Federal Transportation Improvement Program (FTIP) by identifying the view-shed acquisition proposal. The FTIP amendment is a programming decision and a necessary first step in allowing an acquisition to occur with TEA funds. The next step is an action required of the California Transportation Commission (CTC) to similarly amend its State Transportation Improvement Program (STIP) for the 2002 fiscal year. The CTC action is expected to take place on May 13.

In recognition of these upcoming actions and the relationship of the transportation component to the overall Hearst Ranch conservation planning, the Department and SLOCOG request that the American Land Conservancy (ALC) take the lead in providing a forum for public information and input to the process. The Department and SLOCOG look forward to participating in this forum related to the transportation component. Additionally, departments of the State Resources Agency should also be involved as key partners. The initial set of actions of SLOCOG and the CTC will depend on a clear understanding of, and support for, the transportation component in the context of the overall conservation framework.

"Caltrans improves mobility across California"

A-1-14
Attachment (4)

April 7, 2004

Page 2

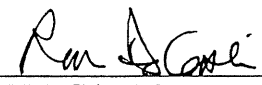
The Department and SLOCOG further request that the ALC provide a briefing paper to our respective staffs by April 13 to properly inform decision makers of the pending actions. Likewise, the public forum should occur during the month of April to allow good information exchange prior to the actions scheduled in May.

We sincerely appreciate the leadership role that the ALC is taking and are pleased that the transportation component can be an important aspect of the overall conservation effort for the Hearst Ranch.

If you have any questions about this, please contact Steve Price, Deputy District Director for Maintenance and Operations, at (805) 549-3161.

Sincerely,


R. GREGG ALBRIGHT
District Director
Department of Transportation


RON DECARLI
Executive Director
San Luis Obispo Council of Governments

c: Kara Blakeslee, Project Manager
American Land Conservancy
1388 Sutter Street, Suite 810
San Francisco, CA 94109

Steve Horn, Deputy Executive Officer
California State Coastal Conservancy
1330 Broadway, 11th Floor
Oakland, CA 94612-2530

Hearst Ranch Highway 1 Scenic View-shed Acquisition – Harriett Burgess ALC

April 7, 2004

Page 3

bc: SPrice
RKrumholz
DMurray

Ron DeCarli, Executive Director
San Luis Obispo Council Of Governments
1150 Osos Street
San Luis Obispo, CA 93401

A-1-15
Attachment (4)

April 16, 2004

California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814



Re: Hearst Ranch Acquisition;
STIP Amendment 02S-128

Dear Commissioners:

On May 13, 2004, your Commission will decide whether to amend the 2002 State Transportation Improvement Program ("STIP") to program \$23 million towards the acquisition of 1,200 acres of the Hearst Ranch along the Central California coast. **We urge the Commission to require public disclosure of, and adequate public comment on, the details of the acquisition before you program funds for this purpose.**

Providing details of the acquisition at this stage is vitally important for public comment. To date, the local community has received little information other than a one-page "framework" released in December 2002 that offers few details of this acquisition. Thus, the public cannot adequately provide input to the Commission as to whether this is a wise use of limited transportation funds, hardly acceptable for the largest land conservation deal in California history.

This lack of information also significantly hinders Commission staff's ability to adequately analyze the merits of this acquisition. Several Commission staff have voiced their concerns that they do not, and most likely will not, have the details of this acquisition that are necessary to issue a recommendation to the Commission. This may place the Commission in an awkward position of having to approve a STIP amendment for a project they, and the public, know little about. Moreover, this sets a bad precedent for other state agencies - including the Coastal Conservancy and the Wildlife Conservation Board - that will soon consider whether to earmark public funds for this same acquisition.

We have been promised by the Governor, the Resources Agency, Hearst, and ALC - repeatedly - that the public would be allowed to review details of the deal *before* money is allocated. We are now being told by CalTrans staff that details of these current negotiations will only be revealed *after* the STIP money is allocated. **These details need to be released immediately or else the public will not have time to thoroughly review them before irrevocable decisions are made.**

Among the more significant details that Hearst is withholding from the Commission and the public include:

- The Corporation wants to retain ownership of four areas west of Highway One totaling some 719 acres. This is approximately 40% of all the current property west of the highway. What are the exact boundaries of these areas?

906 Garden Street, Santa Barbara, CA 93101 Phone (805) 963 1622 FAX (805) 962 3152
2021 Sperry Avenue, Suite 18, Ventura, CA 93003 Phone (805) 677-2570 FAX (805) 677-2577

www.edcnet.org

Printed on Recycled Paper

A-1-16
Attachment(5)

- The Hearst Corporation previously proposed several resorts, commercial structures, and golf courses for these retained areas. Will these areas be permanently protected from such uses in the future? If so, how will this permanency be assured?
- If these private parcels will be protected under a conservation easement, then what are the terms of the easement? What types of uses will be allowed on these parcels? Who will hold the easement, and who will have the power to enforce it? Can the easement be renegotiated in the future to allow such development?
- The Hearst Corporation plans to limit public access to "specific times or days" along this seven mile stretch of private coastline. This would result in significant reduction of historic coastal access. Will the state guarantee unlimited access to this entire stretch of coastline? If not, how limited will this public access be? Will Hearst have the sole discretion to limit public access whenever and wherever it desires? And how will these access restrictions affect proposals for a California Coastal Trail?

Because of questions like these, we do not support private in-holdings or restrictions on public access. We understand and respect the need to keep certain details of the negotiation confidential, and we do not oppose the use of Transportation Enhancement funds for Hearst Ranch conservation. In fact, it has been our long-standing position to support a sound conservation deal for the entire ranch (see our Blueprint for the Conservation of Hearst Ranch at www.slocostalliance.org).

However, we do **not** support a stand-alone deal with CalTrans unless the details are released to the public and the public has time to adequately comment. If CalTrans is not willing to include the public, then whatever funding that the Commission allocates must be tentative and subordinate to the outcome of a final deal negotiated by the Resources Agency that has undergone thorough review by the public.

Our worst fears have now materialized – the Hearst Corporation is requesting millions of dollars of limited public funds without releasing *any* significant details of the land acquisition. Please honor the public's long-standing role in the preservation of Hearst Ranch and require the release of details for public review and comment before voting on this issue. Thank you for your consideration.

Sincerely,



Linda Krop
Chief Counsel

cc: Governor Arnold Schwarzenegger
Mike Chrisman, Secretary, California Resources Agency
Sam Schuchat, Executive Officer, California Coastal Conservancy
Al Wright, Executive Director, Wildlife Conservation Board
Jim Nicholas, Division Chief, CalTrans
Diane Eidam, Executive Director, CTC
Ronald DeCarli, Executive Director, SLOCOG
Doug Buckmaster, Friends of the RanchLand

A-1-17
Attachment (5)

San Luis Obispo Council of Governments



Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Freeways and Expressways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

April 22, 2004

Mr. Mike Chrisman
Secretary for Resources, Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Subject: Public Disclosure of Conservation Details Pertaining to the Hearst Ranch Acquisition

Dear Secretary Chrisman:

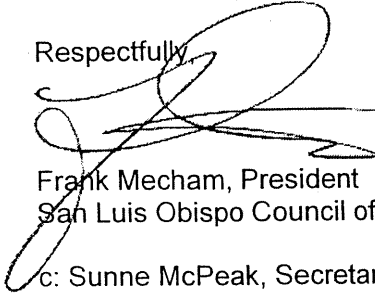
As President of the San Luis Obispo Council of Governments (SLOCOG), I'm writing to convey our role in the programming action of \$23,000,000 of federal Transportation Enhancement (TE) funds scheduled before the California Transportation Commission (CTC) on May 13th for the purchase of a scenic easement west of Highway 1 in north San Luis Obispo County. On May 5th, SLOCOG in a federally required public hearing will consider amending the Federal Transportation Improvement Program (FTIP) in advance of the CTC action to include the scenic view-shed acquisition proposal. For the larger conservation agreement to move forward, we view this historic action as a way to secure that opportunity.

We recognize a number of state departments within the Resources Agency and the Business, Transportation, Housing Agency are diligently working to complete a conservation agreement that would protect the entire 82,000 acre ranch and that these details may not be available prior to the SLOCOG May 5th meeting. The public at large has many questions regarding the details of these conservation agreements and we expect a number of them will be raised at our meeting on May 5th. As you note in your letter to the CTC public input is critical prior to the expenditure of public funds.

As we prepare to include these funds in our FTIP **we request the Resources Agency place a priority to complete the Memorandum of Understanding (MOU) that spells out safeguards to assure public access west of Highway 1, identifies the public participation opportunities, and defines the relationship between the TE grant and the entire project. We strongly urge you to provide the details of this MOU and the time-line identifying opportunities for public input into the on-going decision making process.**

We appreciate your commitment to provide this information and request a high-level Resource Agency representative directly participate at our May 5th meeting to address questions from our Board. Thank you again for all the dedicated work effort to date on this matter. If you have any questions please call Ronald De Carli, our Executive Director at (805) 781-4219.

Respectfully,


Frank Mecham, President
San Luis Obispo Council of Governments

c: Sunne McPeak, Secretary for Business, Housing, and Transportation
Harriett Burgess, President American Land Conservancy
Gregg Albright, Caltrans District 5 Director
Diane Eidam, Executive Director, California Transportation Commission

A-1-18 Attachment (6)

- ADDENDUM -

APPROVED

MEETING DATE: May 5, 2004

SUBJECT: Item A- 1 Federal Transportation Improvement Program (FTIP) Amendment No. 8

SUMMARY

Since the distribution of this agenda item, SLOCOG has received additional information and correspondence regarding the Hearst Ranch Enhancement Project (TE 03 04 6). This project is scheduled for programming action before the California Transportation Commission on May 13th. The following attachments include:

1. SLOCOG's Technical Transportation Advisory Committee Recommendation – Support staff recommendations and include language in the resolution to ensure public coastal and trail access.
2. SLOCOG's Citizen Transportation Advisory Committee Recommendation – Support staff recommendation "in concept".
3. Revised resolution approving FTIP Amendment #8 to reflect TTAC's recommendation. Resolution modified to include language: "*WHEREAS, the Caltrans proposed scenic easement for the Hearst Ranch Enhancement Project (#TE 03-04 06) will not preclude public coastal access, including the California Coastal Trail.*"
4. Correspondence Received
 - a. Caltrans District 5: Gregg Albright, District Director, to Ron DeCarli (Re: TE Acquisition of Scenic Protection Along Highway 1 from Pico Creek to Ragged Point). Caltrans stated commitment to withhold expenditure of funding until such time as the California Resources Agency reaches an agreement with Caltrans, or has conducted public meetings to reveal the full details of the larger Resource Agency Conservation Plan.
 - b. California Resources Agency: Secretary of Resources Mike Chrisman to the California Transportation Commission (Re: Proposed STIP Amendment 02S-128, Hearst Ranch Acquisition). Statement from the California Resources Agency regarding commitment to a program of public outreach and information on the overall transaction prior to the commitment of Resource Agency public funds.
 - c. California Coastal Conservancy: Sam Schuchat, Executive Officer, to President Mecham. Letter assuring full public disclosure will occur prior to the completion of any proposed transaction.
 - d. American Land Conservancy (ALC): Jeff Stump, Program Manager for ALC to the SLOCOG Board (Re: Response to Misinformation). This letter addresses misstatements of fact that have been reported about the Hearst Ranch project.
 - e. American Land Conservancy (ALC): Jeff Stump, Program Manager for ALC to the SLOCOG Board (Support for conservation effort of Hearst Ranch).
 - f. Caltrans Headquarters: Tony Harris, (Director, State Department of Transportation) to Ruth Coleman, (Director, State Department of Parks and Recreation) Background information on the federal transportation enhancement program.
 - g. Correspondence from Gary Felsman to Ron DeCarli (Re: Hearst Ranch Conservation Project Summary). Information compiled from a number of sources regarding the overall conservation easement transaction.
 - h. Correspondence from community members to Ron DeCarli (Re: Support FTIP amendment to include the use of federal TE funds for purchase of scenic conservation easement).

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

RESOLUTION NO. 04-__

ADOPTING AMENDMENT NO. 8 TO THE
2002 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

APPROVED

The following Resolution is now offered and read:

WHEREAS, the San Luis Obispo Council of Governments (SLOCOG) is the Metropolitan Planning Organization (MPO) for the San Luis Obispo region; and

WHEREAS, Section 134(h)(1) of the Transportation Equity Act of the 21st Century (TE 21) requires that the MPO adopt a Transportation Improvement Program (TIP) for the area for which the MPO is designated in cooperation with State and local agencies including local transit operators; and

WHEREAS, a public hearing notice was advertised in a local newspaper; and

WHEREAS, the amendment was made available, members of the public were given a reasonable opportunity to review the amendment, and a public hearing was held to present the amendment and take testimony from the public; and

WHEREAS, the proposed amendment was reviewed by the Citizens Transportation Advisory Committee (CTAC), which includes citizen representatives appointed by member agencies and at-large appointees appointed by the SLOCOG Board, and the Technical Transportation Advisory Committee (TTAC), which includes technical and planning representatives from participating agencies; and

WHEREAS, the projects included in the program are consistent with the adopted Regional Transportation Plan (RTP) and are financially constrained (exhibit 1); and

WHEREAS, the Caltrans proposed scenic easement for the Hearst Ranch Enhancement Project (#TE 03-04 06) will not preclude public coastal access, including the California Coastal Trail.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments does hereby adopt Amendment No. 8 to the 2002 FTIP amending the projects into the FTIP as shown below:

Regionally Programmed Projects

NO.	MPO ID	PROJECT TITLE	CHANGE
1	02 5311 6	Regional Transit Authority "operations" (FTA Section 5311 "formula" funding)	Increase funding and match from \$219,000 to \$242,000 and move \$34,000 to 5311 (f) project
2	02 6311 7	Regional Transit Authority "operations" (FTA Section 5311(f) "discretionary" funding)	Shift FY 03/04 funding and match by \$34,000 in 5311 (f)
3	JARC	JARC (Job Access Reverse Commute) RTA Transit "operations"	Add \$25,000 of JARC and local match funding
4	HBRRSLBAY	Bridge No. 49C0151, San Luis Bay Dr., Avila Valley	Add \$100,000 in Federal Demonstration funding that was exchanged for State Highway Account (SHA) funds with the Olde Town Nipomo project

State Programmed Projects

NO.	MPO ID	PROJECT TITLE	CHANGE
1	03RECTRAI	Moonstone Beach Boardwalk Recreational Trail, Cambria	Increase and correct funding categories and matches for a total project cost of \$399,000
2	TE 03 04 6	Hearst Ranch Enhancement (See attached draft May CTC agenda item for more information)	Add project with Transportation Enhancement (TE) \$23,000,000 and private match of \$2,980,000

BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments conditionally integrates project # TE 03 04 6, The Hearst Ranch Enhancement Project, into Amendment #8 of the 2002 FTIP subject to an affirmative action by the California Transportation Commission.

On motion by Board Member _____, seconded by Board Member _____, and on the following roll call vote, the foregoing resolution is hereby adopted this 5th day of May 2004.

AYES:

NOES:

ABSENT:

ABSTAIN:

Frank Mecham, President
San Luis Obispo Council of Governments

Date

ATTEST:

Ronald L. De Carli, Executive Director
San Luis Obispo Council of Governments

APPROVED AS TO FORM AND LEGAL EFFECT:

By: _____
Jac Crawford, Legal Counsel

Date: _____

EXHIBIT 1

2002 Federal Transportation Improvement Program Amendment #8 Financial Constraint Analysis

The Federal Transportation Improvement Program (FTIP) is a comprehensive listing of all San Luis Obispo County transportation projects that receive federal funds or that are subject to a federally required action. SLOCOG prepares and adopts the FTIP every two years. As part of the FTIP adoption, federal regulations require that the FTIP be financially constrained by year, meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available. When the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) approved the 2002 FTIP in September 2002, SLOCOG had demonstrated that the FTIP was financially constrained.

Because the current fiscal year 2003/2004 state budget includes provisions that negatively affect the State Transportation Improvement Program (STIP) and the Transportation Congestion Relief Program (TCRP) which are part of the FTIP, FHWA/FTA sent a request to Caltrans and all Metropolitan Planning Organizations (MPOs) statewide asking that the financial constraint analysis of all statewide FTIPs be updated.

SLOCOG had no TCRP funding in the adopted FTIP, and the California Transportation Commission (CTC) has not taken formal action to defer STIP projects. The financial constraint update includes revisions and corrections for available funding. The attached spreadsheet shows the result of these revisions and corrections. The first column for each of the three years depicts the original estimated available resources, the second column shows what is currently programmed against the original resources, and the third and fourth columns for each year depicts the result of the financial constraint exercise showing the revised programming against the revised estimated available resources.

SAN LUIS OBISPO COUNTY F GOVERNMENTS
2002 FTIP PROGRAMMING AND AVAILABLE REVENUES for AMENDMENT #8
FY 2002/2003 TO FY 2004/2005
Financial Constraint Analysis

	FY 02/03				FY 03/04				FY 04/05				Total Triennial Element		
	Original Estimated Funding	Current FTIP Programmin g	Revised Estimated Funds	Revised FTIP Programmin g	Original Estimated Funding	Current FTIP Programmin g	Revised Estimated Funds	Revised FTIP Programmin g	Original Estimated Funding	Current FTIP Programmin g	Revised Estimated Funds	Revised FTIP Programmin g	Original Program Total	Revised Total Funding	Current Program Total
Federal															
FTA Funds															
FTA 5310 Elderly & Disabilities	182	182	182	182	261	261	261	261	0	0	0	0	443	443	443
FTA 5311 - Non Urbanized	1,824	1,824	1,824	1,824	424	424	424	424	253	253	276	276	2,501	2,524	2,524
FTA 5307 - Urbanized Area Formula Program	1,200	2,189	2,189	2,189	1,477	1,477	1,477	1,477	0	0	0	0	2,677	3,666	3,666
FTA 5313 State Planning & Research Program	105	105	105	105	0	0	0	0	0	0	0	0	105	105	105
FTA 5313 State Planning & Research Program	1,363	1,363	1,363	1,363	7,433	7,433	7,433	7,433	0	0	0	0	8,796	8,796	8,796
Federal Discretionary															
National Scenic Byways Program	100	100	100	100	832	832	832	832	0	0	0	0	932	932	932
Recreational Trails Program	150	150	150	150	202	202	202	202	0	0	0	0	352	352	352
Trans. & Comm & Sys. Presrv. Pilot Prog	200	200	200	200	0	0	0	0	0	0	0	0	200	200	200
JARC (note 1)	0	0	0	0	0	0	25	25	190	190	190	190	27,087	27,087	27,087
Bridge Replacement (Local)	8,496	8,496	8,496	8,496	18,401	18,401	18,401	18,401	446	446	446	446	1,170	1,170	1,170
Hazard Elimination and Safety (Local)	400	400	400	400	324	324	324	324	677	677	677	677	2,236	2,236	2,236
Transportation Enhancement (Regional/Local)	863	863	863	863	696	696	696	696	0	0	0	0	496	496	496
Transportation Enhancement (State) (note 1, 2)	496	496	496	496	0	0	23,000	23,000	1,566	1,566	1,566	1,566	46,995	47,984	71,007
Federal Total	15,379	16,368	16,368	16,368	30,050	30,050	53,075	53,075	1,566	1,566	1,566	1,566	46,995	47,984	71,007
State															
State Transportation Improvement Program	1,485	1,485	1,485	1,485	0	0	0	0	0	0	0	0	1,485	1,485	1,485
Grand Fathered Regional Improvement Program	7,860	7,860	7,860	7,860	8,421	8,421	8,421	8,421	37,541	37,541	37,541	37,541	53,822	53,822	53,822
Regional Improvement Program	25,023	25,023	25,023	25,023	1,211	1,211	1,211	1,211	32,133	32,133	32,133	32,133	58,367	58,367	58,367
Interregional Improvement Program									0	0	0	0	0	0	0
Safety, Highway, Operations Program													0	0	0
SHOPP - Operations	100	100	100	100	0	0	0	0	0	0	0	0	100	100	100
SHOPP - Roadside	1,519	1,519	1,519	1,519	0	0	0	0	2,014	2,014	2,014	2,014	3,533	3,533	3,533
SHOPP - Roadside Preservation	0	0	0	0	2,500	2,500	2,500	2,500	0	0	0	0	2,500	2,500	2,500
SHOPP - Roadway	0	0	0	0	8,663	8,663	8,663	8,663	1,811	1,811	1,811	1,811	10,474	10,474	10,474
SHOPP - Roadway Preservation	250	250	250	250	250	250	250	250	250	250	250	250	750	750	750
SHOPP - Safety	1,600	1,600	1,600	1,600	17,569	17,569	17,569	17,569	2,750	2,750	2,750	2,750	21,919	21,919	21,919
Other State	301	301	301	301	19	19	19	19	0	0	0	0	320	320	320
State Total	38,138	38,138	38,138	38,138	38,633	38,633	38,633	38,633	76,499	76,499	76,499	76,499	153,270	153,270	153,270
Regional/Local															
City Funds	897	897	897	897	4,560	4,560	4,560	4,560	719	719	719	719	6,176	6,176	6,176
County Funds	2,199	2,199	2,199	2,199	1,649	1,649	1,649	1,649	1,499	1,499	1,499	1,499	5,347	5,347	5,347
Local Transportation Funds	1,259	1,259	1,259	1,259	2,300	2,300	2,300	2,300	3,053	3,053	3,053	3,053	6,612	6,612	6,612
Private Funds	74	74	74	74	1,465	1,465	1,465	1,465	262	262	262	262	1,801	1,801	1,801
TDA	1,144	1,144	1,144	1,144	1,676	1,676	1,676	1,676	0	0	0	0	2,820	2,820	2,820
Total	20,952	21,941	21,941	21,941	41,703	41,703	41,703	41,703	11,100	11,100	11,100	11,100	69,751	70,740	93,756

- Notes
- 1 Amendment Number 8
 - 2 California Transportation Commission will consider programming State TE funds on May 13, 2004
 - 3 No Surface Transportation Program (STP) funds in FTIP because SLOCOG exchange for State Highway Account funding
 - 4 No Congestion Mitigation Air Quality (CMAQ) funds because San Luis Obispo County is in attainment
 - 5 No Transportation Congestion Relief funding was programmed for San Luis Obispo County
 - 6 STIP funding 03/04 and 04/05 fiscal years reflect 2002 approved STIP (per Sandra Balmir (FHWA) SLOCOG 04 FTIP will reflect CTC August 2004 STIP action - respread of R/P funding)

Addendum A-1-5

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05>



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April 26, 2004

Ron DeCarli, Executive Director
County of San Luis Obispo Council of Governments
County Government Center, Room 370
San Luis Obispo, CA 93408

Dear Mr. DeCarli:

**TE ACQUISITION OF SCENIC PROTECTION ALONG HIGHWAY 1 FROM PICO
CREEK TO RAGGED POINT**

The Department of Transportation agrees to hold the final acquisition of lands now held by the Hearst Corporation for the scenic protection of Highway 1 (from Pico Creek to Ragged Point and from the mean high tide to the west existing highway right of way line) until such time as the California Resources Agency reaches an agreement with the Department of Transportation, or has conducted public meetings to reveal the full details of the larger Resource Agency Conservation Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Gregg Albright", with a long, sweeping horizontal line extending to the right.

R. GREGG ALBRIGHT
District Director

STATE OF CALIFORNIA



RESOURCES
A G E N C Y

ARNOLD SCHWARZENEGGER, Governor
MIKE CHRISMAN, Secretary

April 2, 2004

Mr. Bob Balgenorth
Chair, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

SUBJECT: Proposed STIP Amendment 02S-128, Hearst Ranch Acquisition

Dear Chairman Balgenorth and Commissioners:

I am writing concerning the information item on your April 8 agenda for the possible future acquisition of conservation interests over a portion of the Hearst Ranch, located between the ocean shoreline and Highway One in northern San Luis Obispo County. This would be the first step by the California Transportation Commission (CTC) in considering the use of TEA funds to protect the resources of this site, and if this can be accomplished it would be among the most significant resource conservation projects ever undertaken along our State's coast. I would urge the CTC and its staff to make every effort to assist in the realization of this goal.

Several departments of The Resources Agency are currently working to craft an agreement that would protect the resources of the entire 82,000 acre ranch; these discussions with the Hearst Ranch landowners and a variety of interested parties have been going on for more than a year. In view of that history, I would respectfully request that the CTC and CalTrans staff members working on the potential TEA project assure that they are working cooperatively with the other members of the State "team", to the maximum extent permitted by your requirements and procedures.

I would also like to bring to your attention two of the primary principles that we have had during our ongoing discussions of a potential Hearst Ranch transaction. In considering the acquisition of public interests west of Highway One, the Resources Agency departments have tried to provide for an appropriate level of future public use along this extensive shoreline, including specific consideration of how that use may be safely and efficiently managed. In considering the overall transaction, we have committed ourselves to a program of public outreach and information that will enable all interested parties to be fully informed prior to any commitment of State funds, so as to create a degree of public confidence in the decision-making process that would be appropriate to a project of this importance. I would urge the CTC to have those same principles as it works with other departments to evaluate this conservation opportunity.

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 <http://resources.ca.gov>

Baldwin Hills Conservancy • California Bay Delta Authority • California Coastal Commission • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources
Energy Resources, Conservation & Development Commission • Native American Heritage Commission • San Francisco Bay Conservation & Development Commission • San Gabriel & Lower Los Angeles River • Santa Monica Mountains Conservancy

Addendum A-1-1

April 5, 2004

Page 2

Thank you again for your efforts to date. The Resources Agency would be pleased to assist you in any manner that would be useful.

Sincerely,



Mike Chrisman
Secretary for Resources

cc: Sunne McPeak, Secretary for Business and Transportation
Dan Skopec, Deputy Cabinet Secretary, Governor's Office
Senator Bruce McPherson
Ruth Coleman, Director, Department of Parks and Recreation
Sam Schuchat, Executive Office, Coastal Conservancy
Al Wright, Executive Director, Wildlife Conservation Board
Diane Eidam, Executive Director, California Transportation Commission

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APR 08 2004

Addendum
A-1-8

COASTAL CONSERVANCY
ORLANDO, CALIF.

TOTAL P.02



May 3, 2004

Frank Mecham, President
San Luis Obispo Council of Governments
1150 Osos Street, Suite 202
San Luis Obispo, CA 93401

SUBJECT: Proposed FTIP Amendment, Hearst Ranch Acquisition

Dear President Mecham and Members:

I am writing to support the staff recommendation for item A-1 (2) on your May 5 agenda. As described in the staff report, the Coastal Conservancy and several Resources Agency departments are actively engaged in negotiations with The Hearst Corporation in an effort to create a permanent conservation plan for the 82,000-acre Hearst Ranch. The action recommended for your approval – inclusion in the FTIP of a potential Caltrans acquisition of an easement for the protection of scenic resources on a portion of the Hearst Ranch between the ocean shoreline and Highway One – could be a key element in facilitating an agreement for the whole ranch. I therefore request your favorable direction and authorization to Caltrans.

I appreciate your concern that the public and local officials be provided with an adequate opportunity to analyze and comment upon the details of any proposed conservation agreement for the Hearst Ranch prior to a commitment of public funds. I share that concern, as does Resources Agency Secretary Mike Chrisman (as described in his letter of April 2 to the California Transportation Commission that is attached to your May 5 staff report).

My staff has been working with SLOCOG staff and Caltrans to assure that there will be a full public disclosure of any proposed transaction. We expect that there will be a written agreement that will provide the public and our respective agencies with this necessary assurance prior to the approval by the CTC of any TEA funds for the proposed Caltrans acquisition.

The Hearst Ranch conservation transaction presents a unique opportunity to

1330 Broadway, 11th Floor

Oakland, California 94612-2530

510-286-1015 Fax: 510-286-0470

C a l i f o r n i a S t a t e C o a s t a l C o n s e r v a n c y

Addendum
A-1-9

Frank Mecham, page two

conserve resources, but it is also a complex real estate transaction. My staff has been working hard to craft a responsible agreement to assure the protection of resources and enable substantial new public access to the shoreline. With your help, we hope to reach a favorable result in the near future.

Sincerely,



Sam Schuchat
Executive Officer

cc: Diane Eidam, Executive Director, CTC

Addendum²
A-1-10

TOTAL P.03



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May 3, 2004

Frank Mecham, President
San Luis Obispo Council of Governments
1150 Osos St. Suite 202
San Luis Obispo, CA 93401

Dear President Mecham and SLOCOG Board Delegates:

In recent days and weeks (including an April 27 Sierra Club meeting), several misstatements of fact have been reported about the Hearst Ranch project and the agreement between Hearst and ALC. I wish to take a moment to set the record straight on a few of those misstatements.

- (1) **Misstatement:** The conservation easement could be revocable without the public's knowledge or involvement – this deal provides no guarantee of long-term protection. **Fact:** Under Cal. Civil Code Section 815.2 and IRS regulations, a conservation easement is required to be in perpetuity. All funding agencies require the same; once funded with state monies, conservation easements cannot be revoked or weakened. The Hearst Ranch project will protect the Ranch forever, period.
- (2) **Misstatement:** The public will lose access to the coast if this deal goes through. **Fact:** Hearst has agreed to a conservation deal that guarantees permanent, non-revocable public access to all 18+ miles of the Hearst coastline, including an uninterrupted coastal trail. Current public access (with no coastal trail) is only by permission of Hearst, and without a deal can be revoked by Hearst or future property owners at any time, without notice.
- (3) **Misstatement:** Hearst is trying to keep the project a secret and obtain funding without public input. **Fact:** Hearst and ALC are participating in and cooperating with the state's process. Before any public monies are spent on the project, public hearings will be held, as required by law. In addition, the parties have committed to going beyond public hearing requirements and hold a local meeting to reveal project details even before legally required to do so.

President: HARRIET BURGESS Councillors: BROCK EVANS JOSEPH R. FINK W.E. GARRETT GARY GIACOMINI ROBERT GLENN KETCHUM L.W. LANE, JR. PAUL LAXALT
MARTIN LITTON ORVILLE MACDON FLOYD J. MARTIN HELEN MCCLOSKEY PETER MCCLOSKEY E. LEWIS REID ROBERT STEPHENS STEWART UDALL COLBURN S. WILBUR

As we've said repeatedly, Hearst, American Land Conservancy, and the state are committed to a public review of the project, prior to any monies being spent. This public review will occur as soon as the parties have completed discussions on the terms of the deal. We welcome the open process and look forward to your support.

Thank you,

A handwritten signature in black ink, appearing to be 'J. Stump', with a long horizontal line extending to the right.

Jeff Stump
Vice President

Addendum
A-1-12



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May 3, 2004

Frank Mecham, President
San Luis Obispo Council of Governments
1150 Osos St. Suite 202
San Luis Obispo, CA 93401

Dear President Mecham and SLOCOG Board Delegates:

On behalf of the American Land Conservancy, we appreciate the efforts of the SLOCOG Board and its staff to consider amending the Federal Transportation Improvement Program to allow the use of federal Transportation Enhancement (TE) funds, if approved by the California Transportation Commission in agreement with the California Resources Agency, to purchase thirteen miles of California coastal viewshed at Hearst Ranch in San Luis Obispo County.

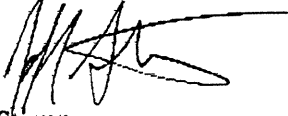
For more than two years, ALC has been in negotiations with the Hearst Corporation on a comprehensive conservation solution for the 82,000 acre Hearst Ranch. Based on the agreement we reached with Hearst, we have been working with several state agencies in an effort to piece together the public funding necessary to take advantage of the very favorable terms we have negotiated. The progress we are making on all fronts is exciting for those in the local community and across California. We are particularly pleased that the SLOCOG Board is considering amending the FTIP to allow the use TE funds to support this effort - enabling us to preserve and protect the coastal expanses of Hearst Ranch and provide new public access opportunities.

On behalf of the dozens of local organizations and leaders we have worked with in developing the conservation framework for Hearst Ranch, we encourage your board to help us permanently protect and preserve this unique natural and historic asset by amending our TE project into the 2002 Federal Transportation Improvement Program at your May meeting. To help convey the broad support this conservation framework has within the San Luis Obispo community, I have enclosed a list of selected endorsements from among the hundreds of endorsements we have earned from individuals and organizations that support the conservation framework. I think you will find the diversity and depth of these organizations to be an impressive reflection of the support this conservation solution has earned after years of controversy and debate over the fate of one of California's signature properties.

President: HARRIET BURGESS Councillors: BROCK EVANS JOSEPH R. FINK W.E. GARRETT GARY GIACOMINI ROBERT GLENN KEITCHUM L.W. LANG, JR. PAUL LAXALT
MARTIN LITTON ORVILLE MAGOON FLOYD J. MARTA HELEN MCCLOSKEY PETER MCCLOSKEY E. LEWIS REID ROBERT STEPHENS STEWART UDALE COLBURN S. WILBUR

Again, we thank the SLOCOG Board for its consideration of our application and the proposed amendment to your regional transportation program.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jeff Stump', written over a horizontal line.

Jeff Stump
Vice President

CC: Sunne Wright McPeak, Secretary for Business Transportation and Housing
Mike Chrisman, Secretary for Resources
Senator Bruce McPherson
Assemblyman Abel Maldonado
Congresswoman Lois Capps
Congressman Bill Thomas
San Luis Obispo County Board of Supervisors

Addendum
A-1-14

Key Endorsements of the Hearst Ranch Conservation Framework

(as of April 28, 2004)

Public Officials

(Former) Congressman Leon Panetta
Congressman Bill Thomas (22nd Congressional District)
Senator Kevin McCarthy (32nd Senate District)
Senator Bruce McPherson (15th Senate District)
Assemblyman Abel Maldonado (33rd Assembly District)
Board of Supervisors, San Luis Obispo County (unanimous, bipartisan vote)
Board of Supervisors, Monterey County (unanimous, bipartisan vote)
San Luis Obispo Council of Governments (SLOCOG) (unanimous, bipartisan vote)
(membership includes all County Mayors and Supervisors)

Conservation Endorsements

American Land Conservancy
Audubon Society (Morro Coast Chapter)
Bay Foundation of Morro Bay
Cambria Land Conservancy
Cayucos Beautiful
Cayucos Land Conservancy
Central Coast Concerned Mountain Bikers
Citizens for a Vehicle Free Nipomo Dunes
Coast Mounted Assistance
Friends of Black Lake Canyon
Friends of the Elephant Seal
Friends of Hearst Castle
Friends of Nipomo Park
Friends of Point Sal
Guadalupe-Nipomo Dunes Forum
Land Conservancy of San Luis Obispo County
Morro Estuary Greenbelt Alliance (MEGA)
North Coast Alliance
PasoWatch

Public/Quasi-Public Agency Endorsements

Cambria Community Services District
Cayucos Citizens Advisory Council
City of Arroyo Grande
City of San Luis Obispo
North Coast Advisory Council
San Simcon Community Services District
Upper Salinas-Las Tablas Resource Conservation District

Agricultural Endorsements

California Cattlemen's Association
Cambria Farm Center
San Luis Obispo County Cattlemen's Association
San Luis Obispo County Farm Bureau

Business Endorsements

Arroyo Grande Chamber of Commerce
Atascadero Chamber of Commerce
Cambria Chamber of Commerce
Los Osos Chamber of Commerce
San Luis Obispo County Chamber of Commerce
San Simeon Chamber of Commerce

Media Endorsements

The Tribune, San Luis Obispo County (February 21, 2003)
San Diego Union Tribune (February 9, 2004)

²
Addendum
A-1-16

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

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FAX (916) 654-6608

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April 30, 2004

Ruth Coleman, Director
Department of Parks and Recreation
1416 9th Street
Sacramento, CA 95814

Dear Director Coleman:

As a background resource, I asked my staff to collect the applicable Federal and State authorities governing implementation of the Transportation Enhancement (TE) program. The source documents listed below are attached for your convenience.

TE funds first became available to California in 1992, pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The provisions of the program were modified in 1998 with the passage of the Transportation Equity Act for the 21st Century (TEA-21).

As a result of the revisions to Federal law by ISTEA, the California Department of Transportation (Department) was delegated the authority by the Federal Highway Administration (FHWA) to administer and implement the TE program, including the responsibility of making eligibility determinations for TE projects in cooperation with FHWA. FHWA ultimately retains final authority to approve or deny reimbursement for expenditures under this program. The California Transportation Commission (CTC) has the responsibility for the overall programming of transportation funds, including the TE program. The CTC approved the original TE program in 1993, then redesigned the program in 1998, and again in 2003.

As defined by 23 U.S.C. 101(a)(35), the following is a list of qualifying TE activities. This list is intended to be exclusive, not illustrative. Thus, only those activities listed below are eligible as TE activities.

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.

"Caltrans improves mobility across California"

Addendum
A-1-17

7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

The Department uses the following guidance in implementing and administering the TE program:

1. FHWA Final Guidance Transportation Enhancement Activities 23 U.S.C. and TEA-21 December 17, 1999
2. Program Related Question and Answers – August 2002 (FHWA)
3. Questions/Comments for Discussion – TE Professional Seminar (FHWA)
4. Eligibility Requirements (FHWA)
5. Local Assistance Program Manual Chapter 8 – Transportation Enhancement Activities (TEA) – Department (which includes Guidelines Transportation Enhancement Activities Program, adopted by the CTC (February 1993, revised June 1995)
6. Eligibility for Transportation Enhancement Activities Funding – Department (5/16/2001)

In August 2003, the CTC consolidated the separate stand-alone TE program, previously referred to as the Transportation Enhancement Activities (TEA) program, into the State Transportation Improvement Program (STIP). As a result, the TE program is now governed by the CTC's 2004 STIP Guidelines, which are in turn subject to the various obligations made applicable to the STIP by Senate Bill 45, such as the State-Regional funding split.

As a result, changes occurred in the TE application selection process. Applications are now being submitted on a biennial basis to either the Regional Transportation Planning Authority or the Department's district where the project is located. Prior to that, the TE application could be submitted whenever a request for TE applications was made, and, in addition, applications could be submitted directly to the Department and the Resources Agency, depending upon the type of TE project being proposed.

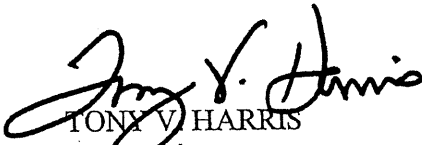
Additionally, the Department has applied a more rigorous eligibility screening process for TE applications. This occurred as a result of questions raised by FHWA during its review of TE projects specifically addressing the eligibility of TE project activities, as well as additional experience with TE projects by the Department.

Ruth Coleman
April 30, 2004
Page 3

Consistent with that Federal guidance, the Department requires that restrictions be imposed upon the future use of property purchased with TE funds in order to ensure that the funds are only used as intended. These recorded restrictions are based upon the stated purpose of the project (as described within the TE application) and the determination of eligibility. The current format used to restrict the land use of TE projects underwent its most recent revision in 2002.

I hope that the above information, along with the enclosed material regarding the TE program, is useful in understanding the program's current implementation.

Sincerely,



TONY V. HARRIS
Acting Director

Enclosures

c: Sam Schuchat, Executive Officer
California Coastal Conservancy
John Ferrera, Deputy Secretary for Transportation
Business, Transportation & Housing Agency
Karen Scarborough, Undersecretary, Resources Agency

"Caltrans improves mobility across California"

Addendum
A-1-19

April 29, 2004

Mr. Ronald DeCarli, Executive Director
San Luis Obispo Council of Governments
1150 Osos St. Ste 202
San Luis Obispo, CA. 93401

Subject: Hearst Ranch Conservation Project Summary

Dear Mr. DeCarli:

With the announcement of the Conservation Framework by American Land Conservancy (ALC) and the Hearst Corporation I have been following the project very closely. I am a past Chapter Chair of the Santa Lucia Chapter, and currently the Vice President of the Land Conservancy of San Luis Obispo County. I have been involved in many conservation projects throughout San Luis Obispo County, most notably the acquisition of Bishop Peak near the City of San Luis Obispo. During the course of these projects, I have been able to increase my expertise on the conservation process, and have realized that to complete a given project it can take a long time and be very complex.

Last year, I was invited by ALC to tour the Hearst Ranch, as were many other individuals who are concerned about the conservation of the Hearst Ranch. The goal of the tour was to get an idea of the scope of the project, allow individuals to ask question and to see firsthand the current Ranch conditions. After two tours exploring the Ranch I was quite impressed on how it was being managed and that this could be a good conservation project.

Since the tours of the Ranch there has been a lot of publicity about the project with all kinds of information some correct and some that was not. Bruce Gibson, myself and others felt it was time to step forward to help clarify the project and give the general public the opportunity to learn firsthand the many important aspects required to complete the Hearst Ranch Conservation Project. To disseminate the information we created of the Hearst Ranch Conservation Website.

The website (www.hearstranchconservation.org) is funded by myself and put together with the help of others to provide a central source of public information on the project. As more details were released, the web site evolved to better explain the conservation process, what tasks are required, and better explain what a conservation easement is and the many aspects that are required by State Agencies, the IRS and those negotiating the project. It contains many photos of the Ranch, links to press releases, common questions that may be asked about the project and more recently the public hearing information.

Though we are not directly involved in the project. We have taken the time to meet with many individuals, including State Agencies, the American Land Conservancy, Local and

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State officials, the Hearst Corporation, the Sierra Club and others to get the most up to date information about the project. In addition we have done fieldwork to help clarify some of our assumptions.

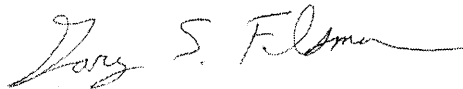
This brings us to the project summary. It was anticipated that the details of the project were to be released prior to the May 5th hearing. But that was not the case. We thought it was time to put together a Project Summary of all the public information we know today. This combined with our knowledge of what is required by conservation easements, (i.e. held in perpetuity, how they are enforced) to construct what we think is a reasonable overview of the Hearst Ranch Conservation Project.

The project summary will continue to be updated as more information is released, or our continuing research uncovers additional information about the project or the process itself.

This summary has been distributed to many individuals who want more information and better understanding of the project. Because the details are not released, I am sending you a copy of the summary to help you familiarize yourself with the project and to use at your discretion.

If there are any questions or I can be of further assistance please contact me.

Sincerely,



Gary S. Felsman
1465 Paloma Place
Arroyo Grande, CA 93420
(805)473-3694, Home
(805)783-6068

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A-1-21

Hearst Ranch Conservation Project Summary

Prepared by Gary Felsman, Vice President of the San Luis Obispo County
Land Conservancy and former Chapter Chair of the San Lucia Sierra Club.
www.hearstranchconservation.org

Revision 01, 4-25-2004

In the last few weeks you may have read several articles on the Hearst Ranch Conservation Project. These articles may have caused some confusion about the project. To help consolidate all the public information, we have included a brief summary of what we know today. This information combined with knowledge from many sources about conservation easements, meeting with State agencies, American Land Conservancy, the Hearst Corporation and field research, we have been able to put together a pretty good idea of what the project will entail even though we have not seen the actual written conservation easement.

Hearst Ranch Size: 128 Square Miles, 82,000 Acres, 18 miles of coastline

Project Cost: \$80 million plus a \$15 million tax credit

Approximate Appraised Value: \$200 million

Potential Source of Funding: Caltrans \$23 million of mostly federal money reducing the cost to the State to \$53 million plus the \$15 million tax credit

Development Reduction:

- **Eliminate Visitor Center Staging Area:** 150 unit hotel, restaurants and commercial uses.
- **Eliminate San Simeon Point Resort:** Recreation zoning allowing 250 unit resort hotel with restaurants and golf course.
- **Eliminate Pine Forest Lodge:** 250 unit resort hotel and equestrian center.
- **No other Public/Private Inns, Bed and Breakfasts, motels, etc. development West of Highway 1** except what is mentioned at Old San Simeon Village.
- **Redesign Old San Simeon Village (OSSV):** New development will be limited to new and local visitor-serving uses, including existing buildings and limited, historically consistent infill, inspired by Julia Morgan's recently rediscovered vision, with under 100 rooms.

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- **The easement will eliminate approximately 373 principal residences and place a limit on the number of new owner homesites to 27**

The 27 homesites on the Hearst Ranch

The conservation easement will contain detailed criteria for locating the 27 owner home sites. Each home site will be placed within a 5-acre building envelope with a 20-acre buffer zone that would recognize sensitive environmental and cultural resource areas, respect existing public views from Highway 1 and Hearst Castle, located near existing roads within the interior of the ranch. It will also include habitat protections, maximum slope protections, wetland and stream setbacks and archaeological protections. Every attempt is being made to cluster homesites to minimize impact on wildlife, habitat, and infrastructure development.

In addition, the remainder of the ranch including the 20-acre buffer zones will also be subject to the conservation easement protecting the entire ranch forever. As far as the conservation easement and protection of the ranch it does not matter how many different parcels the Ranch is split into as long as the terms of the conservation easement covers the different parcels protecting the valuable resources of the Ranch

If any portion of the Ranch or owner home sites are transferred or sold to another party the conservation easement will remain in place regardless of the owner protecting the valuable resources of the Ranch forever.

Development Approval

The conservation easement does not pre-approve any development. The 27 owner homesites, and the development at old San Simeon must go through the normal permitting process required by San Luis Obispo County and the Coastal Act. They will also have to meet the restriction set forth by the Conservation Easement(s)

Monitoring and Enforcement of the Easement or changing it without public knowledge.

As defined by the Internal Revenue Service Code (IRS) and Civil Code 815.1 a conservation easement must be held in perpetuity. In addition, because State funds are being used that will also render them permanent.

The State of California has strict requirements for the monitoring and enforcement of conservation easements. The State also requires that the necessary funds be in place for monitoring and enforcement of the easement.

The State routinely enters into a grant agreement with the easement holder requiring the easement holder fulfill its monitoring and enforcement obligations. If it doesn't the state has a right to force repayment of the grant or relinquishment of the easement to another easement holder as provided for in the easement.

In today's world a conservation easement is the best and strongest method for protecting public or private land in perpetuity.

Agricultural Component and Resource Protection

Current agricultural zoning allows for unlimited cropland intensification with no land use permitting requirements. Under the easement there will be strict limitations on location and acreage of cropland uses.

As with many other successful conservation easements, A **detailed agricultural management plan** will be prepared to guide management of the Ranch, which will include requirements for regular monitoring and – if necessary -- enforcement. The Ranch is the largest and most historically significant coastal cattle ranch in the state. The agreement will ensure that ongoing cattle operations will continue thereby protecting both the natural and historic heritage that makes the Central Coast so special

Baseline Inventory

The conservation easement also requires the creation of a **baseline inventory** of the entire Ranch. The "baseline" is critical to document the existing resources on the Ranch, so that the easement can be monitored and enforced, and so the management plan can be crafted to ensure the continued protection of the Ranch's resources. The baseline is nearly complete, created by experts hired by ALC in the fields of botany, wildlife biology, rangeland resources, hydrogeology, cultural resources, and fisheries. ALC has also contracted with a firm to create cutting-edge, detailed aerial digital imagery of the entire property. As a result of this work, the Hearst Ranch can be closely monitored in-perpetuity, with changes detectable down to nearly the individual tree level.

Lands West of Highway 1

West Side Holdings

On the West Side as we know today, 1120 acres are to be transferred or sold to the State. With the Caltrans Grant in play the amount of acreage may increase and allow for the realignment of Highway 1 moving it inland providing more acreage on the West side. I don't know the exact figure. But of the lands retained by the Hearst Corporation a conservation easement will be place on these properties prohibiting any development on these parcels except at old San Simeon Village. As mentioned above to meet IRS requirements the conservation easement must be held forever.

Public Access

Even with the Hearst Corporation holding onto 720 acres, with the help of topographic maps, aerial photos and field work, I have been able to determine that 15 - 16 miles of the 18-mile section of the California Coastal Trail will be in public ownership. How the alignment of the California Coastal Trail will be determined most likely will be controlled by the State of California. The portion of lands retained by Hearst Corporation will most likely have a corridor defined in easement to allow completion of the 18-mile section of the California Coastal Trail. With the involvement of Caltrans we will be able to get a better alignment of the coastal trail.

Also along the 15 miles of coastline there are going to be many spectacular beaches the public will now own. These include San Carpoforo, Pt. Sierra Nevada, Arroyo de la Cruz, Arroyo del Corral, Piedras Blancas beaches, the elephant seal colony area beaches, Little Pico Creek beach and the renowned wind and kite surfing beach Arroyo Laguna. In addition there are several other beaches along the section as well. All these beaches will have some type of public access.

We have also been told there will be increased access to San Simeon Point.

Lands retained by Hearst

The Hearst Corporation at present will hold onto the remaining 719 acres. These lands are:

- 239 acres just south of San Carpoforo Creek, near Ragged Point
- 15 acres at Pico Point, adjacent to San Simeon Acres
- 426 acres on San Simeon Point
- 39 acres at Old San Simeon Village (OSSV)

The Hearst Corporation has agreed to place a conservation easement on all these properties, prohibiting any development including golf courses or other development (except the historical Julia Morgan vision of development at Old San Simeon Village), and allowing for public access to San Simeon Point and construction of an 18 mile section of the California Coastal Trail. There will also be additional language protecting the conservation values on these properties in perpetuity.

Public Participation in the process.

As with any grant application submitted to the State or other public agency, public hearings are required prior to dispersing any funds. In addition individuals can send comments and questions to the agency negotiating the deal at anytime.

Here is a copy of an e-mail I received from Janet Diehl, the State Coastal Conservancy Project Manager outlining the current status of the project and when the public can make comment concerning the project.

Received 1-29-2004

Hello, Gary --

The Coastal Conservancy is continuing to work with other state agencies (the State Parks Department and the Department of Fish and Game/Wildlife Conservation Board), the American Land Conservancy and Hearst representatives to gather information on Hearst Ranch and evaluate conservation opportunities. We are meeting frequently and spending a lot of time on this project, but we are not at a point where we have answers to your questions about timing and price.

You asked about public hearings. Every grant the Coastal Conservancy makes is considered in a public hearing. For dates and locations of the five meetings planned for 2004, please see our website at www.scc.ca.gov. Proposed actions regarding Hearst could be heard at any of these meetings, and public notice for those meetings is made at least 10 days in advance.

At least 30 days before a formal action on the Hearst Ranch project is taken, though, we plan to hold a public information meeting in the vicinity of the ranch. Information presented at that meeting would include proposed project cost, timing, exactly what property interests would be acquired, and what benefits the public would gain (new public access, protection of scenic, agricultural and natural resources, etc.). We would expect to hold that informational meeting in conjunction with State Parks and the Wildlife Conservation Board.

Finally, for every project that our board approves, a staff member (like me) writes a report called a staff recommendation. These are available for the public to review before each meeting. Please be assured that you are on my mailing list to receive that report.

I will keep you posted on our progress, Gary. Please call me at (510) 286-4164 if I can answer any more questions.

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A-1-26

Janet

Janet Diehl
Project Manager
Coastal Conservancy

Similar but smaller example of a Working Ranch and Conservation Easement

An example of how the process can work, the Guidetti Ranch south of San Luis Obispo, CA is not owned by the City of San Luis Obispo, but actually has a conservation easement across it. This easement was created in two phases. The first easement allowed for 10 homes on 1500 acres and allowed the working ranch to continue operation. Later, The Nature Conservancy bought up the remaining development rights, allowed for limited public access, but kept the working ranch intact while at the same time protecting the valuable resources of the Ranch.

For the most updated information and links to press releases please visit our web site.

The web site Address is:

<http://www.hearstranchconservation.org/index.html>

I hope this helps you better understand the project

Sincerely,

Gary Felsman,
1465 Paloma Place
Arroyo Grande, CA 93420
(805)473-3694

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Page 6 of 6
A-1-27

MEMORANDUM

TO: SLOCOG BOARD MEMBERS
FROM: STAFF
SUBJECT: EMAILS AND LETTERS OF SUPPORT FOR TRANSPORTATION
ENHANCEMENT (TE) FUNDING FOR HIGHWAY 1 AND HEARST
RANCH
DATE: 5/3/2004

SLOCOG staff received a total of 64 emails from individuals/groups supporting the TE funding for the Hearst Ranch acquisition. Attached are one of the emails (sample) and the list of the names of the senders.

Also attached are four "Letters of Support" from:

- Bruce Gibson, *Encino Grande Ranch*, Cayucos
- Gregory J. Bettencourt, *Central Coast Concerned Mountain Bikers*, Cayucos
- William Johnson, *Central Coast Friends of the Elephant Seals*, Cambria
- J. Joshua Olejczak, *SLO County Bicycle Advisory Committee*, San Luis Obispo

Addendum
A-1-28

"SAMPLE"

Aida Nicklin

From: David Abrecht [DAandDA@aol.com]
Sent: Friday, April 30, 2004 8:53 PM
To: Ron DeCarli; Pene McCullough; fmecham@prcity.com; hovitt@co.slo.ca.us;
sbianchi@co.slo.ca.us; ppinard@co.slo.ca.us; kachadjian@co.slo.ca.us;
ppinard@co.slo.ca.us; mryan@co.slo.ca.us; gbadmin@grover.org; delliot@morro-bay.ca.us;
mcutting@pismobeach.org; WScalise@Atascadero.org; kschwartz@slocity.org;
terri_rosnow@dot.ca.gov; Cyndy.Paulsen@resources.ca.gov; governor@governor.ca.gov;
support@hearstranchconservation.org
Subject: Support for Transportation Enhancement Funding for Highway 1 and Hearst Ranch

text: -

Mr. Ronald DeCarli, Executive Director
San Luis Obispo Council of Governments
1150 Osos St. Ste 202
San Luis Obispo, CA. 93401

Subject: Support for Transportation Enhancement Funding for Highway 1 and
Hearst Ranch

Dear Mr. DeCarli:

I am writing to urge SLOCOG to take the necessary action to secure
Federal Transportation Enhancement funding for the Hearst Ranch
conservation project. The \$23 million available through Caltrans is
crucial to the success of this important project.

With our state in financial crisis, we cannot afford to lose the funding
that will secure 18 miles of incomparable coastline. Your Board's action
on May 5 is an essential step in the process that includes a later
hearing before the California Transportation Commission. Preservation of
the Hearst Ranch project is the most important conservation project in
this state and is supported by the vast majority of residents. I hope
your Board will do its part to seize this opportunity.

Thank you for your consideration.

Sincerely,

David Abrecht
1713 6th St.
Los Osos, CA. 93402

cc: Frank Meecham, President
Harry Ovitt (1st District),
Shirley Bianchi (2nd District),
Peg Pinard (3rd District),
Katcho Achadjian (4th District),
Mike Ryan (5th District),
John Shoals (Grover Beach),
Dave Elliott (Morro Bay),
Tony Ferrara (Arroyo Grande),
Rudy Natoli (Pismo Beach),
Wendy Scalise (Atascadero.),
Ken Schwartz (San Luis Obispo)
California Transportation Commission (CTC)
Resources Secretary Office

submit: Send E-mail

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Supporters - TE Funding for the Hearst Ranch Acquisition

LAST NAME	FIRST NAME	CITY GROUP
Abrecht	David	Los Osos
Barboza	Valerie	SLO
Beck	Evelyn	Los Osos
Bettencourt	Greg	Cayucos
		Central Coast Concerned Mtn. Bikers
Biddle	Sharon	
Bittick	Daniel	
Brown	Maryann	Burbank, CA
Carson	Ed	Oceano
Castleberry	Nikki	Colbert, GA
Champion, Jr.	Harold	Nipomo
Cobin	Joan	Cambria
Cook	Kaycee	Cayucos
Cryden	David	
Curren	Elizabeth	Los Osos
Dressler	Susan	SLO
Felsman	Gary	Arroyo Grande
Felsman	Darlene	Arroyo Grande
Garney	Lois	Cambria
Garton	Karen	Cambria
Garton	Alan	Cambria
Hanchett	Kelly	Templeton
Hanchett	Michael	Templeton
Hanchette	Kelly	Templeton
Hilton	Bruce	SLO
Hoag	George	Cayucos
Holt	Ron	Pismo Beach
Howard	Marcia	Beverly Hills
		Friends of the Elephant Sea
Lambeth	Terry	San Simeon
Lambeth	Maren	San Simeon
Manchak	Michael	
McDonald	Robert	Cambria
McDonald	Susan	Cambria
Merrifield	Nancy	San Simeon
Miller	Betsy	West Hills
Monteen	Virginia	SLO
Naylor	Holly	SLO
Newland	George	SLO
Niles	Marjory	
Nucci	Maryanne	SLO
O'Bryan	Mark	Cambria
Okerblom	Patricia	Nipomo
		Sierra Club
Ortman	Lisa	Arroyo Grande
Palmer	Pierre	
Palmer	Louise	
Perello	Dominic	SLO
Petterson	Robert	SLO

Addendum

Hearst Ranch supporters

May 3, 2004

A-1-30

Supporters - TE Funding for the Hearst Ranch Acquisition

Reinhardt	Alison	CornerStone Real Estate
Reinhardt	Paul	SLO
Richard	B.K.	SLO
Robinson	Edith	SLO
Robinson	Arley	Cayucos
Robinson	Edith	Cayucos
Ryburn	Wayne	Cayucos
		North Coast Alliance
Schroeder	Norma	
Schwartz	Robert	Morro Bay
Spahr	Cristi	Los Osos
Steynberg	Peter	SLO
Sutliff	Sharon	SLO
Tolley	Elizabeth	Los Osos
Van Beurden	Cle'	Los Osos
Van De Vanter	Kathy	
Wagner	Phil	SLO
Wooten	Nanette	Cayucos
Wyatt	Anne	Cambria

Copies to:

Corres

File

Staff

RD
RM



Encino Grande Ranch

Bruce Gibson

1410 Cottontail Creek Rd.
Cayucos, CA 93430
805-995-3059 / Fax 805-995-1012

April 22, 2004

Mr. Ronald DeCarli, Executive Director
San Luis Obispo Council of Governments
1150 Osos St. Ste 202
San Luis Obispo, CA. 93401

Dear Mr. DeCarli:

I am writing to urge SLOCOG to take the necessary action to secure federal Transportation Enhancement funding for the Hearst Ranch conservation project. The \$23 million available through Caltrans is crucial to the success of this important project.

With our state in financial crisis, we cannot afford to lose the funding that will secure 18 miles of incomparable coastline. Your Board's action on May 5 is an essential step in the process that includes a later hearing before the California Transportation Commission. Preservation of the Hearst Ranch project is the most important conservation project in this state and is supported by the vast majority of residents. I hope your Board will do its part to seize this opportunity.

Thank you for your consideration.

Sincerely yours,

Bruce Gibson

APR 23 2004

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A-1-32



Trail Maintenance for Access

Directors:
Greg Bettencourt
Thad Tuck
Joe O'Donnell

April 27, 2004

Mr. Ronald DeCarli, Executive Director
San Luis Obispo Council of Governments
1150 Osos St. Ste 202
San Luis Obispo, CA. 93401

Subject: Support for Transportation Enhancement Funding for Highway 1
and Hearst Ranch

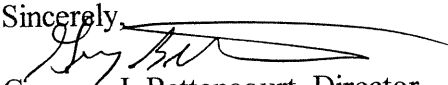
Dear Mr. DeCarli:

As the Director of the Central Coast Concerned Mountain Bikers, I am writing to you to urge SLOCOG to take the necessary action to secure Federal Transportation Enhancement funding for the Hearst Ranch conservation project. The \$23 million available through Caltrans is crucial to the success of this important project.

With our state in financial crisis, we cannot afford to lose the funding that will secure 18 miles of incomparable coastline. Your Board's action on May 5 is an essential step in the process that includes a later hearing before the California Transportation Commission. Preservation of the Hearst Ranch project is the most important conservation project in this state and is supported by the vast majority of residents. I hope your Board will do its part to seize this opportunity.

Thank you for your consideration.

Sincerely,


Gregory J. Bettencourt, Director

440 D St

Cayucos, CA 93430

Addendum
A-1-33



Friends of the Elephant Seal
P.O. Box 490
Cambria, CA 93428
(805) 924-1628

Mr. Ron DiCarli, Executive Director
San Luis Obispo County Council of Governments
1150 Osos St., Suite 202
San Luis Obispo, CA 93401

April 24, 2004

Subject: Support for \$23 million Caltrans Grant for Highway 1 and Hearst Ranch

Dear Mr. DiCarli,

The Friends of the Elephant Seal Board of Directors voted April 21, 2004 to send this letter of support for the Caltrans request for 23 million in federal transportation funds to be used for the Hearst Ranch Conservation Project.

Since 1997, Friends of the Elephant Seal volunteer docents have provided education and demonstrated stewardship for the public at the Caltrans vista point next to the elephant seal colony near Piedras Blancas. The docents speak with nearly 100,000 visitors each year, sharing their knowledge about marine mammals and our special habitat along the north Coast of San Luis Obispo County.

We believe the conservation plan proposed by the American Land Conservancy and the Hearst Corporation is vital to protecting our valuable coastal resources now and in the future. The Caltrans request for federal funding will provide a good first step toward achieving that goal.

Respectfully,

William Johnson
President
Friends of the Elephant Seal

Addendum
A-1-34

Mr. Ronald DeCarli, Executive Director
San Luis Obispo Council of Governments
1150 Osos St. Ste 202
San Luis Obispo, CA. 93401

APR 30 2004

Subject: Support for Transportation Enhancement Funding for Highway 1 and
Hearst Ranch

Hello Ron,

As you know I am a member of the SLO Co. Bicycle Advisory Committee. As an
appointee of this committee, I have heard a great deal of support for Hearst
Ranch conservation project and I therefore feel obligated to pass on this support
from the public to you and SLOCOG.

I suggest you and SLOCOG take the necessary action to secure Federal
Transportation Enhancement funding for the Hearst Ranch conservation project.
The \$23 million available through Caltrans is crucial to the success of this
important project.

With our state in financial crisis, we cannot afford to lose the funding that will
secure 18 miles of incomparable coastline. Your Board's action on May 5 is an
essential step in the process that includes a later hearing before the California
Transportation Commission. Preservation of the Hearst Ranch project is the most
important conservation project in this state and is supported by the vast majority
of residents. I hope your Board will do its part to seize this opportunity.

Thank you for your support and consideration.

Sincerely,

J. Joshua Olejczak

2144 Price St. San Luis Obispo, CA 93401

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San Luis Obispo Council of Governments



Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Freeways and Expressways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

WEDNESDAY, MAY 5, 2004

San Luis Obispo Board of Supervisors' Chamber

SLOCOG 8:30 a.m.

(SLORTA IMMEDIATELY FOLLOWING)

(SLOCOG-SLORTA JOINT MEETING FOLLOWS SLORTA)

President: Frank Mecham

Vice President: Shirley Bianchi

Addendum- #2

As of May 4, 2004, 3:00 p.m.

Supplemental Information:

PUBLIC HEARING ITEM:

A. PUBLIC HEARING ITEM:

APPROVED

*including the amended Resolution
(Addendum Page 1)*

A-1 Federal Transportation Improvement Program (FTIP) Amendment No. 8: New information on Caltrans' Transportation Enhancement (TE) Grant involving Hearst Ranch West of Highway 1, including a revised Resolution.

1. Summary of Caltrans transportation enhancement application and schedule.
2. Correspondence from Resource Agency Secretary, Mike Chrisman: support staff recommendation, approving TE Grant
3. Correspondence from North Coast Alliance: support funding of conservation easement.
4. Correspondence from the Sierra Club outlining "minimum inclusions" as part of overall conservation easement deal. (see attached).
5. Other correspondence received via e-mail or letter.
 - a) Support conservation easement as presented (12 additional, grand total 78).
 - b) Three letters requesting the following conditions of approval (see attached):
 - Easement to be held by public agency
 - 100% acquisition west of Highway 1 (no private beaches/in holdings)
 - Change zoning to open space
 - No expenditure of funding until appraisals are complete and publicly available.

Hearst Ranch and the Caltrans Transportation Components
SLOCOG Board May 5, 2004
(Summary Provided by Caltrans District 5)

Relationship to Overall Hearst Ranch Conservation Effort

- The California Resources Agency is the lead agency for the overall conservation plan on the 82,000-acre Hearst Ranch, including matters of land ownership and management responsibilities as well as provisions for coastal public access. Proposed sources of funds would come from the California Coastal Conservancy, the Wildlife Conservation Board and State Parks.
- Caltrans is the lead agency for the Transportation Components of the Hearst Ranch Conservation effort which include:
 1. Scenic protection of the viewshed from Highway 1 to the ocean. Proposed funding from federal Transportation Enhancement program (TE).
 2. Highway preservation through establishment of a natural buffer in anticipation of coastal erosion.
- ***SLOCOG action on the FTIP amendment is only applicable to Transportation Component #1 (TE).***

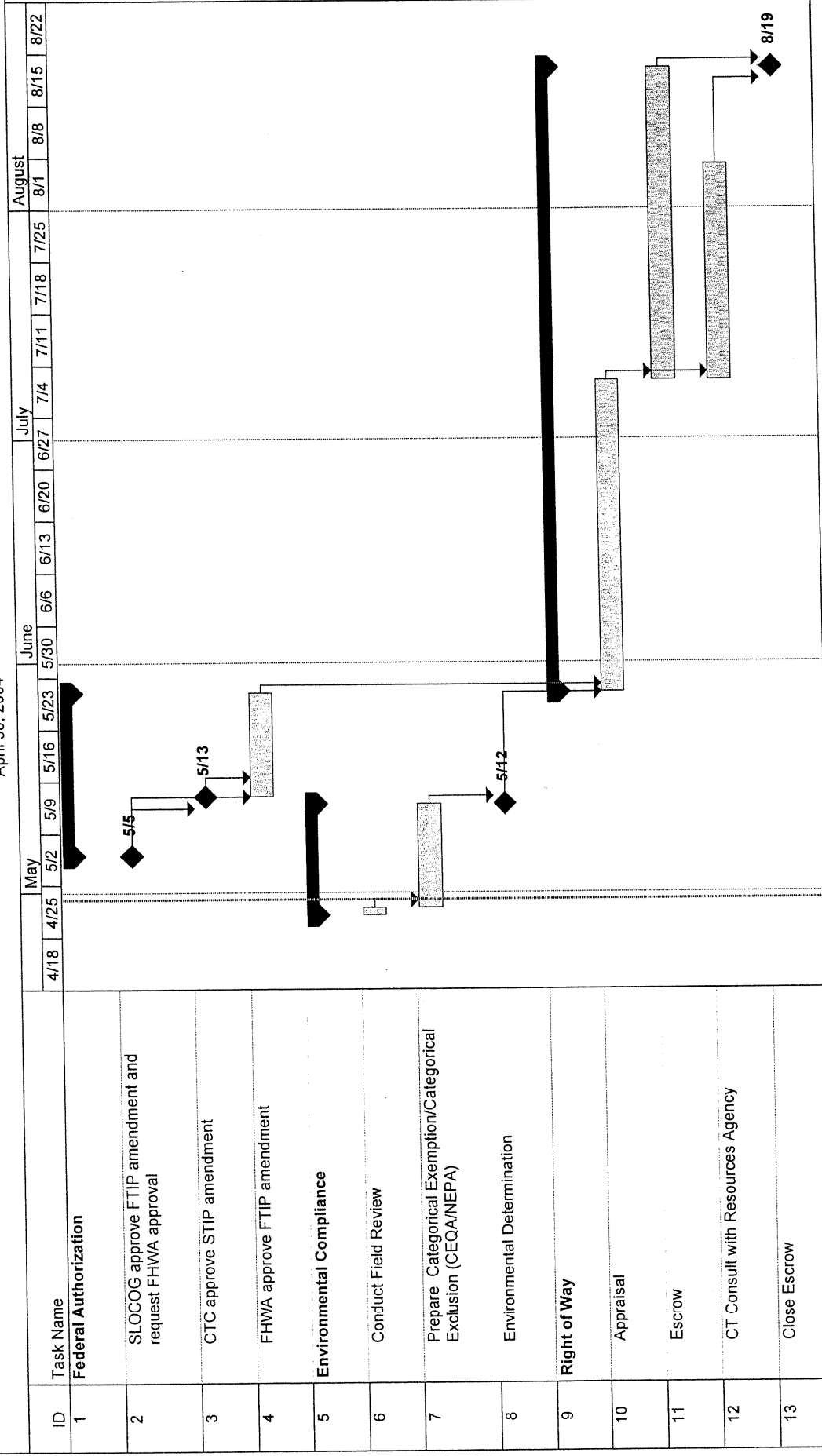
Transportation Component #1: Scenic Protection

- Protect the views from Highway 1 and the ocean as they exist today along the 18-mile stretch of Highway 1 from Pico Creek to Ragged Point.
- Scenic protection would purchase development rights from the property owner between the westerly highway right of way line and the mean high tide by restricting future development potential and intensification of use within the current zoning (e.g., vineyards).
- Scenic protection would not preclude future establishment of passive recreational uses of the property, such as coastal access as envisioned with the California Coastal Trail.
- The total amount of proposed TE funding is \$25.98 million consisting of \$23 million in cash that would be matched by a donation of land valued at a minimum of \$2.98 million.

Transportation Component #2: Highway Preservation

- Property transfer to clear up the right-of-way titles of the existing highway and provide a buffer area for relocating the highway as necessitated by natural bluff erosion or by future highway safety or operational needs.
- The buffer area was estimated based on observed trends of coastal erosion in the area and roughly projected for a 100-year period.
- Reserving a buffer is not a location decision on future highway alignment, which will be subject to the environmental review process once a specific need is identified.
- Protection of future highway right-of-way is not eligible for TE funding.
- The buffer areas for future highway needs are proposed as a donation from the Hearst Corporation to CT.

Hearst Ranch -- Transportation Component
Scenic Protection
Estimated Timeline
April 30, 2004



Note: The State Resources Agency is expected to conduct public hearings about the overall conservation proposal within the timeframe shown.



May 3, 2004

Mr. Frank Mecham, President
San Luis Obispo Council of Governments
1150 Osos Street, Suite 202
San Luis Obispo, CA 93401

Subject: Proposed FTIP Amendment, Hearst Ranch Acquisition

Dear President Mecham and Members:

I am writing in response to your letter of April 22, 2004, and in support of the staff recommendation for item A-1 (2) on your May 5 agenda. As described in the staff report, the Resources Agency and several of its departments are actively engaged in negotiations with The Hearst Corporation in an effort to create a permanent conservation plan for the 82,000-acre Hearst Ranch. The action recommended for your approval – inclusion in the FTIP of a potential Caltrans acquisition of an easement for the protection of scenic resources on a portion of the Hearst Ranch between the ocean shoreline and Highway One – could be a key element in facilitating an agreement for the whole ranch. I therefore request your favorable direction and authorization to Caltrans.

I appreciate your concern that the public and local officials be provided with an adequate opportunity to analyze and comment upon the details of any proposed conservation agreement for the Hearst Ranch prior to a commitment of public funds. I share that concern, as described in my letter of April 2 to the California Transportation Commission that is attached to your May 5 staff report.

My staff has been working with SLOCOG staff and Caltrans to assure that there will be a full public disclosure of any proposed transaction. We expect that there will be a written agreement, prior to the approval by the CTC of any TEA funds in support of the proposed Caltrans acquisition, that will provide the public and our respective agencies with this necessary assurance.

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 <http://resources.ca.gov>

Baldwin Hills Conservancy • California Bay Delta Authority • California Coastal Commission • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources
Energy Resources Conservation & Development Commission • Native American Heritage Commission • San Diego River Conservancy
San Francisco Bay Conservation & Development Commission • San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • State Coastal Commission • State Lands Commission • Wildlife Conservation Board



The Hearst Ranch conservation transaction presents a unique opportunity to conserve resources, but it is also a complex real estate transaction. My staff has been working hard to craft a responsible agreement that would assure the protection of resources and enable substantial new public access to the shoreline. With your help, we hope to reach a favorable result in the near future.

Sincerely,

A handwritten signature in cursive script that reads "Mike Chrisman".

Mike Chrisman
Secretary for Resources

cc: Diane Eidam, Executive Director, CTC

NORTH
COAST
ALLIANCE

April 13, 2004

REC'D BY CTC

APR 20 2004

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

P.O. Box 762
Cambria, CA
93428

Dear Governor Schwarzenegger

The North Coast Alliance (NCA) is an organization dedicated to the preservation and enhancement of the natural resources (historical, cultural, ecological, agricultural, scenic, marine, biological, etc.) of the central coast of California. NCA was formed in 1997 to encourage the California Coastal Commission (CCC) to reject the San Luis Obispo County North Coast Area Plan which was badly flawed, especially regarding construction of a major destination resort by the Hearst Corporation at the extraordinarily beautiful San Simeon Point on Hearst Ranch. At a January 15, 1998 meeting of the CCC in San Luis Obispo, the Commissioners unanimously rejected the Plan, and that treasured area was saved, at least temporarily.

Since that time much has changed, especially in the Hearst organization wherein Mr. Stephen Hearst has become Vice President and General Manager of the Sunical Division. Just over one year ago the American Land Conservancy (ALC) secured an option agreement with Hearst allowing the parties one year to reach an accord on terms of a conservation transaction and secure funding to close the deal. ALC and Hearst have completed substantive negotiations and a conservation easement document covering the entire Ranch is being finalized. The agreement provides that the only development which MIGHT be allowed would be a low-profile inn not exceeding 100 rooms, and reservation of home sites for each of the 27 Hearst heirs in an area subject to strict views shed and habitat protection criteria.

The agreed upon price is well below market value, and relatively inexpensive on a per-acre basis. The difference between the agreed price (a combination of cash and state tax credits) and market value, is a large charitable contribution by Hearst.

With the recent news that Caltrans plans to use \$23 million in federal and state transportation funds for work on the Hwy 1 area of the Ranch, \$23 million less in state bond money (Prop. 40 funds) would be required to bring the ALC/Hearst project to fruition. Execution of the plan is a win-win situation for all parties involved. This opportunity may never occur again, so it is imperative that state and federal officials immediately get behind this project AND MAKE IT HAPPEN ! NCA urges you to use your leadership in working to save this important and valuable property for the enjoyment of this and all future generations.

Sincerely,
William G. Allen, President

North Coast Alliance

c: Bob Balgenorth, Chairman, California Transportation Commission
Abel Maldonado, Assemblyman
Bruce McPherson, State Senator
Mike Machado, State Senator
Kevin Murray, State Senator
Sheila Kuehl, State Senator
Sec member, Assembly member
Resources Secretary Office
Lois Capps, U.S. Representative
Bill thomas, U.S. Representative
Diane Feinstein, U.S. Senator
Barbara Boxer, U.S. Senator
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3 May 2004

Frank Meecham, President
San Luis Obispo Council of Governments
1150 Osos Street, Suite 202
San Luis Obispo, CA 93401

Re: Hearst Ranch Enhancement Project

Dear Mr. Meecham and Council Members:

On your May 5th agenda, the San Luis Obispo Council of Governments (SLOCOG) will take up the issue of amending the San Luis Obispo Region Federal Transportation Improvement Plan (FTIP) to include the Hearst Ranch Enhancement Project. My understanding is that this action is required before the California Transportation Commission (CTC) can amend the State Transportation Improvement Plan (STIP) to include this project and before the CTC can allocate federal Transportation Enhancement funds to this project at their May hearing in Sacramento.

I have read your letter of 22 April 2004 to California Resources Agency (CRA) Secretary Mike Chrisman requesting the completion of an MOU between the CRA and the California Department of Transportation (Caltrans). Unfortunately, it appears that the MOU will not be completed by your May 5th hearing date. That and the general lack of information about the Hearst Conservation Project leaves the SLOCOG in the uncomfortable position of being asked to approve a project the details of which will not be revealed until a later date.

In light of the paucity of information and the large amount of money at stake, it behooves you to ask many questions and insist upon answers before you start the process to spend \$25.98 million of the public's money. I have attached a list of questions that, at a minimum, you should get answers to before moving this project along.

Please also find attached a set of recommendations that would protect the public's interest in the Hearst Ranch Conservation Project and insure that the public gets good value for its money. Please consider adopting these recommendations in any actions you take and making these recommendations to the CRA and to the CTC regarding their future actions on this project.

Sincerely,

Tarren Collins, Chapter Chair,
Santa Lucia Chapter of the Sierra Club

Comparison of recent State of California fee-title purchases of conservation lands and the proposed Hearst Scenic Easement deal:

Ballona Wetlands – Marina Del Rey
483 acres, wetlands - surrounded by dense urban development
\$140 million
Cost per acre - \$290,000

Grizzly Creek – Humboldt County
691 acres, old-growth redwood forest
\$18.2 million
Cost per acre - \$26,000

Coast Dairy Ranch – Davenport
(north of Santa Cruz)
7,000 acres, 7 mi. of coastal property, including 125 COC's
\$42 million
Cost per acre - \$6,000

Ahmanson Ranch – Ventura County
2,900 acres, chaparral and oak savannah – adj. dense development
\$150 million
Cost per acre - \$51,700

Sea West Ranch – San Luis Obispo Co.
(approx. 7 mi. south of Hearst Ranch)
746 acres, coastal terrace with 3 mi. of coast - adj. no significant development
\$14.5 million
Cost per acre - \$19,500

Cargill Salt Ponds – San Francisco Bay
16,500 acres, ponds + extraction rights
\$100 million
Cost per acre - \$6,000

The Hearst Ranch Scenic Easement purchase

Purchase of a scenic easement over approximately 1,800 acres for \$25.98 million.
Cost per acre – Approximately \$14,400 per acre.

Comment and questions:

The supposed advantage of purchasing easements rather than fee-title is cost. In this case, there does not seem to be much of an advantage. It appears that \$14,400 per acre is a rather high price to pay for just an easement and would not be an unreasonable sum to offer for outright purchase of the property given its limited development potential.

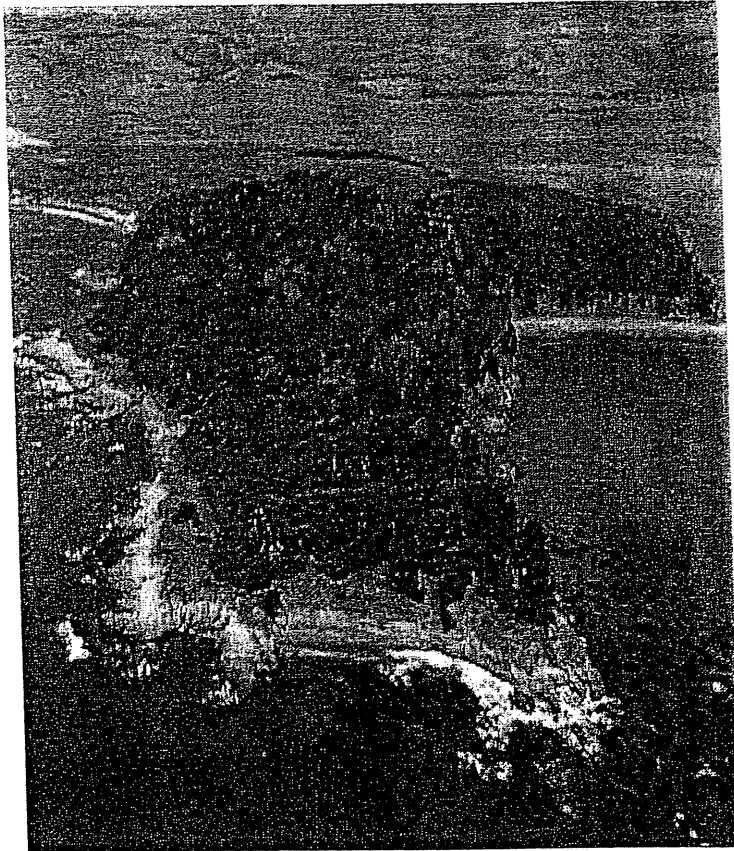
At the CTC meeting in April, the cost of the Hearst Scenic Easement was proposed to be \$35 million. Caltrans (Steve Price phone conversation) indicated that they estimate the value at “over \$50 million.” The price now has dropped to \$25.98 million.

Was Caltran's initial “estimate” too high? What new information caused Caltrans to reevaluate their estimate? Are we certain that this new figure accurately reflects the true value of this purchase? If we wait a month or two, will the price come down even further?

MAY - 3 2004

GETTING THE BEST CONSERVATION DEAL FOR THE STATE OF CALIFORNIA:

AN ANALYSIS OF MINIMUM INCLUSIONS FOR THE HEARST RANCH CONSERVATION AGREEMENT



MAY - 4 2004

SAN SIMEON POINT

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California Coastal Protection Network



April 2004



MINIMUM INCLUSIONS IN THE HEARST RANCH PROPOSAL

SUMMARY:

There is broad support within the environmental community for a strong conservation agreement that preserves, in perpetuity, the open space, conservation values and historic public access on the 82,000-acre Hearst Ranch on California's coast. To truly serve the public interest and protect the scenic, natural, and cultural resources on the Ranch, the proposed conservation/purchase agreement should, at minimum, include the following:

- 1. A Transparent Public Review Process Prior to Closure**
- 2. A Prohibition on Private Beaches**
- 3. Preservation of the Historic Mission San Antonio Trail and Public Access to Fort Hunter Liggett**
- 4. Ongoing Public Oversight and Enforcement of Easement Terms**
- 5. Easement Language that Prohibits Intensified Agricultural Uses**
- 6. Easement Language that Prohibits Future Subdivision of the Ranch**
- 7. Easement Language that Requires Hearst to Rezone Lands Planned for Intensive Commercial Development Back to Agriculture**
- 8. Clear Language that the Purchase Agreement and Conservation Easement do not Imply Development Potential or Entitlements**
- 9. Strong Standards that do not Prejudice Future State Acquisitions**

DISCUSSION:

1. A TRANSPARENT PUBLIC REVIEW PROCESS PRIOR TO CLOSURE

In December 2002, the Hearst Corporation released a 'Conservation Framework' that broadly outlined what the conservation agreement would include. While the Corporation released just enough information to make the deal sound attractive, the entire negotiating process, including virtually all the critical details, have been kept secret from the public.

While respecting the right and need of the landowner to keep certain aspects of the deal secret, what information has been released raises questions and concerns. For example, at one point in time, the Corporation indicated that it would sell all the beachfront acreage west of Highway One in fee. Now, in the current proposal, Hearst intends to retain almost 40% of the land west of the Highway, including San Simeon Point, arguably the most dramatic characteristic of the entire San Simeon coastal strip. In another example, Hearst initially indicated that all residential development (27 homes) would be on five-acre building envelopes, clustered on 20 to 25 acre parcels adjacent to 'existing roads.' Recently, Hearst revealed the new parcels would be a minimum of 160+ acres, grouped in at least three areas along the numerous ranch tracks that crisscross the property, resulting in a luxury estate subdivision stretching over more than 4,000 acres.

In view of the vagueness of the proposal and the often conflicting interpretations of what has been disclosed to date, the vast majority of local, state and national environmental groups have been unwilling to endorse the proposal until the details are fully disclosed and a meaningful evaluation of the 'deal' can be conducted.

To ensure appropriate public participation, any agreement negotiated between the State and the Hearst Corporation should afford the public adequate opportunity to review easement language, appraisals, resource surveys, and other details prior to that agreement becoming final. The public review period should be of adequate length (30 days minimum) for the public to review the proposal and submit comments to the State agencies involved in negotiation. The process should also allow for those public comments to be considered by the State and responded to in writing.

2. A PROHIBITION ON PRIVATE BEACHES

Based on historic use and postings by the landowner (Section 813 filings), the public has both theoretical and actual legal access to all 18 miles of the Hearst coastline west of the Highway.

The Corporation has now indicated that it wants to retain four coastal parcels, totaling some 719 acres, including 465 acres at San Simeon Point and Old San Simeon. Hearst would then own and restrict access on roughly 40% of the acreage on the coastal strip. While most of this acreage is expected to be subject to an easement of some form, easements are no more than civil contracts that are subject to modification at any time by those party to the easement. Therefore, private ownership of substantial areas of outstanding coastal bench, bluff, and beach land leaves open the possibility that the Hearst Corporation will return in the future with additional proposals for development not considered or accounted for in the current negotiations. Further, while the 'Hearst Framework' discusses the provision of lateral access (access up and down the coast), it is silent on vertical access to the shoreline and water across lands the Corporation wishes to retain for private use.

Private beaches and private in-holdings are contrary to the State's public access goals as expressed in the State Constitution and the Coastal Act and contrary to the public's expectations for this deal – that all the land west of Highway One should be in the public domain. Further, we question the State paying such considerable sums of money for coastal land and conservation easements, only to have wealthy landowners with estates on the inland side of Highway One retain beaches and bluffs on the west side for their private use.

We should avoid creating another Sea Ranch situation, where the public has very limited access or where regardless of public assurances, access is ultimately at the discretion of the landowners. Hearst's plan to limit public access "to specific times or days" on the approximately seven miles of coastline they hope to retain in private ownership would result in a significant reduction of historic coastal access.

As a result, it is our position that there should be no private beaches or private in-holdings west of Highway One. The agreement should contain unequivocal language preventing any loss, deferral, or reduction of public access to any part of the coastline. Any future management decisions balancing public access with environmentally sensitive habitat should be made by public agencies.

3. PRESERVATION OF THE HISTORIC MISSION SAN ANTONIO TRAIL AND ACCESS TO FORT HUNTER LIGGETT

On the Hearst Ranch east of the Highway, lies an important segment of the historic Mission San Antonio Trail. The trail, which begins at the mouth of San Carpoforo Creek, is the route taken by the Portola expedition across the Santa Lucia Mountains in 1769 and memorialized by J. Smeaton Chase in his 1913 book, *California Coastal Trails*. This trail runs along the San Carpoforo Creek drainage, and provides the connection between the coast and the Los Padres wilderness area and Fort Hunter Liggett to the east.

The Hearst Corporation has steadfastly refused to consider any access on the east side of Highway One. It is essential that the public be granted an easement and access to this historic trail. This is needed because there is a reasonable expectation that Fort Hunter Liggett may be transferred back to the public domain at some point in the foreseeable future and this trail provides the only connection from the coast. Further, the entire San Carpoforo watershed area should be protected against development and grazing.

4. ONGOING PUBLIC OVERSIGHT AND ENFORCEMENT OF EASEMENT TERMS

In 1984, the Coastal Commission required an agricultural (AG) easement over 50,000 acres of the 80,000+ acres of the Hearst Ranch as mitigation for the Hearst Corporation's request that San Luis Obispo County upzone 300+ AG acres to Non-AG uses. It is that 300+ acres that contains the zoning that Hearst contends would allow them to develop hotels and a golf course. In 1988, once the upzoning was complete, Hearst successfully lobbied the Coastal Commission to delete the requirement for the AG easement as a condition of development on the upzoned acreage.

The most critical elements of this conservation agreement are its terms and, if needed, the ability to enforce those terms. It is essential that this easement be held, at least in part, by a public entity bound by open meeting law, public disclosure requirements with the ability to hold the easement in perpetuity. Those qualities are necessary to ensure that any attempts to modify or amend the terms of the easement will be conducted in a public forum satisfying public notice requirements. Given the resources available to the Hearst Corporation, no single non-profit has the expertise or ability to ensure resource protection under the easement nor the power to hold the Hearst Corporation accountable.

5. EASEMENT LANGUAGE THAT PROHIBITS INTENSIFIED AGRICULTURAL USES

Agricultural zoning rules in San Luis Obispo County are liberal in terms of the wide range of uses they allow, including bed and breakfasts, wineries, wine-tasting rooms, dude ranches and sport and recreation facilities.

In order to retain the Ranch's existing rural landscape and protect conservation values, activities and uses allowed on the property pursuant to the easement must be strictly defined and exclude intensified agricultural uses such as vineyards, row crops, feed lots and slaughterhouses, packing and processing plants, genetically modified crops, biotech farming, greenhouse complexes, etc. The easement should also specifically exclude the numerous commercial uses allowed under the County's current AG zoning and county policies including those mentioned above: bed and breakfasts, restaurants, wineries, wine tasting rooms, dude ranches and sports and recreation facilities. The easement should contain clear and enforceable language ensuring public monitoring and codifying enforcement mechanisms, and guarantee adequate funding for these activities.

6. EASEMENT LANGUAGE THAT PROHIBITS FUTURE SUBDIVISION OF THE RANCH

The Hearst Corporation continues to assert that it has development rights on all 271 certificated parcels. However, coastal development law and policies, along with the passage of SB 497 (Sher), significantly limit the development potential of the parcels and the ability to redraw the lot lines to facilitate that development. Many of the parcels are inaccessible and unbuildable, and all are covered by the County's growth management ordinance, which would result in any building permits being released across years, if not decades. Other considerable resource limitations and State and County policies significantly constrain any resort development in the coastal corridor, regardless of what might have been envisioned in concept in the 20-year-old Local Coastal Program.

The current Hearst proposal calls for the creation of 27 new residential lots, each with a building envelope of five (5) acres. However, these building envelopes are each set within 160-acre parcels and then grouped in a number of areas on the land east of the Highway. The precise location of these areas has not been revealed. This amounts to the equivalent of a 'luxury estate' subdivision that stretches over 4,300 acres or more depending on the placement of the parcel groups and their proximity to existing roads. Although frequently referred to as "homes for the Hearst family", the Corporation concedes that ownership will be unrestricted and it will be free to sell any number of the parcels.

In view of this, the easement should clearly state restrictions, if not prohibitions, on any future subdivisions, re-parceling, or reductions in minimum parcel size, and include specific conditions and restrictions on the development or redevelopment of any parcel.

7. EASEMENT LANGUAGE THAT REQUIRES THE HEARST CORPORATION TO REZONE LANDS ZONED FOR INTENSIVE COMMERCIAL DEVELOPMENT BACK TO AGRICULTURE.

Hearst Corporation currently has five (5) areas (including a mapped Recreation area at Ragged Point) totaling more than 300 acres zoned Commercial Retail and Recreation in the County's Coastal Plan. These areas are expressly planned for Resort uses. The plan envisions 650 hotel rooms, conference facilities, restaurants, shopping and a golf course. The appropriateness of this much acreage planned for intensive commercial development in a rural area was the focus of significant public opposition during the 1998 hearings on the update of the local coastal plan. The commercial zoning remains in place today and acts to undermine the intent of the conservation effort.

Hearst Corporation should be required to petition the County and Coastal Commission to successfully change these five areas back to Agriculture. The only possible exception might be for a three to five-acre Commercial Retail envelope retaining an area to accommodate the maximum 100-room "Julia Morgan" style hotel proposed at San Simeon Cove. The remainder of the Ranch should be designated Agriculture.

8. CLEAR LANGUAGE THAT THE PURCHASE AGREEMENT AND CONSERVATION EASEMENT DO NOT IMPLY DEVELOPMENT POTENTIAL OR ENTITLEMENTS

The purchase agreement and conservation easement should include clear language in the preamble stating that no level of development is envisioned, guaranteed, approved, considered reasonable or otherwise speculated upon by the transaction. The agreement should clearly state that any and all future development must be consistent with applicable local, State, and federal law, including the obtaining of any necessary land use approvals and permits.

9. STRONG STANDARDS THAT DO NOT PREJUDICE FUTURE STATE ACQUISITIONS

The Hearst proposal is unlike any deal of its size ever entertained by the State. The proposed conservation easement, if not the largest in the country, will be the biggest in the state and of significant complexity. Other acquisitions of similar economic scale or acreage (Cargill, Headwaters, Ahmanson, etc.) have been relatively simple fee transfers and did not include large easements and development components.

If taken through the normal public regulatory process, the 27 luxury estates subdivision and other developments that are presumed to be contained in the Hearst proposal would ordinarily result in a number of mitigation measures and property dedications, without compensation. However, as part of this agreement, Hearst has posited these mitigations as concessions for which compensation is now expected. This compensation for common dedications, the vaguely defined public access provisions on almost 40% of the coast that will remain private, and the inclusion of development components all have the potential to undermine the quality of

future public lands acquisitions in California by lowering standards for such purchases and casting doubt on the use of public funds to complete them.

####

For more information, contact:

Susan Jordan, **California Coastal Protection Network**: 805-637-3037

Bill Allayaud, **Sierra Club California**: 916-557-1100 x 103

Linda Krop, **Environmental Defense Center**: 805-963-1622

Susan Smartt, **California League for Conservation Voters** : 510-271-0900 x 302

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LETTERS OF SUPPORT

LAST NAME	FIRST NAME	CITY GROUP
Burger	Aaron	Los Osos
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Kasper	Kelly	Los Osos
Salter	Tina	Atascadero
Sarrow	Elisabeth	Arroyo Grande
Sarrow	Mark	Arroyo Grande
Salot-Engel	Claudia	Creston
Tolley	Meghan	Los Osos
Tolley	David	Los Osos

Pene McCullough

From: Mary Fullwood [maryf@best1.net]
Sent: Monday, May 03, 2004 2:08 PM
To: Pene McCullough
Subject: May 6th Hearing of Hearst Corp.

Dear SLOCOG,

I am asking that you make the following recommendations to the California Transportation Commission, Caltrans, and the California Resources Agency:

1. That the easement be held by a public agency or in a public/private partnership that includes a public agency,
2. That there be 100% acquisition west of Highway 1, including any new lands created by a relocated Highway 1 and no private beaches or inholdings retained by Hearst west of the highway,
3. That the underlying zoning should be changed to Open Space or back to Agriculture, and
4. That the \$23 million should not be spent until SLOCOG knows how much the real value of this property/transaction is worth (appraised value), what the terms are, and who will hold it. The public must have the opportunity to review all appraisals, easement language, resource surveys, and other documents pertinent to this deal and the other funding agencies. The public must agree to an overall deal.

This issue is crucial to the well-being of our community and our care of one of the most beautiful places in all of the world.

Sincerely,
Mary R. Fullwood, Ph.D.

Dr. Mary Fullwood
383 Los Osos Valley Rd.
Los Osos, CA 93402
528-7640

5/4/2004

May 3, 2004

To: San Luis Obispo County Council of Governments (SLOCOG)
slocog@slocog.org or fax: (805) 781-5703

From: Michael C. Sullivan, 127 Seaward St., San Luis Obispo, CA 93405
(805) 545-9614 mcsqday@juno.com

RE: SLO COG meeting of 05 May 2004 - Recommendations for Hearst Ranch

SLOCOG should make the following recommendations to the California Transportation Commission, Caltrans, and the California Resources Agency:

1. Any public easements (e.g. for access or conservation) should be held by a public agency or a public/private partnership that includes a public agency. This is important because it will help ensure that the easement is protected in the public interest on a long-term basis.
2. The final deal between Hearst Corporation and the public should require a 100% acquisition west of Highway 1, including any new lands created by a relocated Highway 1. There should be no private beaches or in-holdings retained by Hearst west of the highway. This is especially critical at certain key points on the coast, such as at San Simeon Point and at several of the watercourses (creeks) north of San Simeon. The character of Old San Simeon as a state park should be protected for the public essentially as it now exists--- a quiet, tranquil, historic, small village with undeveloped lands on the San Simeon point. A large (e.g. 100 room) hotel (and parking lot) at Old San Simeon village is certainly not compatible with this character. The conservation plan should instead consider re-locating the proposed new hotel to a site east of Highway 1, perhaps close to the entrance to Hearst Castle, or, preferably, closer to the existing town of San Simeon where infrastructure and compatible land use (existing hotels/motels) already exists.
3. The underlying zoning should be changed to Open Space or back to Agriculture.
4. The \$23 million should not be spent until SLOCOG knows how much the land is worth (appraised value), what the terms are, and who will hold it. The public must have the opportunity to review all appraisals, easement language, resource surveys, and other documents pertinent to this deal and the other funding agencies. The public must agree to an overall deal.

Many thanks!

(PS - Could you please reply to mcsqday@juno.com to acknowledge receipt of this letter.)

Michael C. Sullivan

Pene McCullough

From: debbie highfill [debbiehighfill@yahoo.com]
Sent: Friday, April 30, 2004 8:54 PM
To: Pene McCullough
Subject: Hearst Corp. plans

Dear SLOCOOG,

Please make the following recommendation to Caltrans, the California Transportation Commission, and the California Resources Agency:

- The holding of the easement must include a **public** agency.
- The public must obtain 100% acquisition west of the highway. This is land that is currently enjoyed by the public. If we are being asked to spend funds, we should be getting something tangible in return for the public!
- Our coastal property is a precious resource that should be guaranteed for future generations. You are in a position to make that happen. Please do not OK the expenditure for the \$23 million until you know: the appraised value, what the terms are, and who will hold it. **The public should be respected by knowing all the specifics of this huge proposal and it should have input and have the right to agree or disagree with the overall deal.**

Sincerely,
Debbie Highfill
Morro Bay, California

5/4/2004